MAY 24, 1954

Why Didn't "Time Lag" Pass? . . . p. 25

RAILWAY AGE

The Standard Railroad WEEKLY Since 1856

THE ROAD OF THE MINUTE MAN

Historically, the Boston and Maine traverses the New England States, the cradle of American history—notable for Concord, Boston and many other historical spots. The Boston and Maine had its beginning in 1830 with the start of the Boston & Lowell Railroad and is the consolidation of 178 separate corporations. The Boston and Maine Railroad name was used shortly after 1844 when the Boston and Portland Railroad became the Boston and Maine

The B. & M. is modern in every respect with color light signals and centralized traffic control. Its track is of the highest standard and the present "Flying Yankee" is a fine, streamlined, air-conditioned Diesel train.

THE P. & M. CO.

CHICAGO · NEW YORK · DENVER · ST. LOUIS · BOSTON
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Why Keep So Many Records?

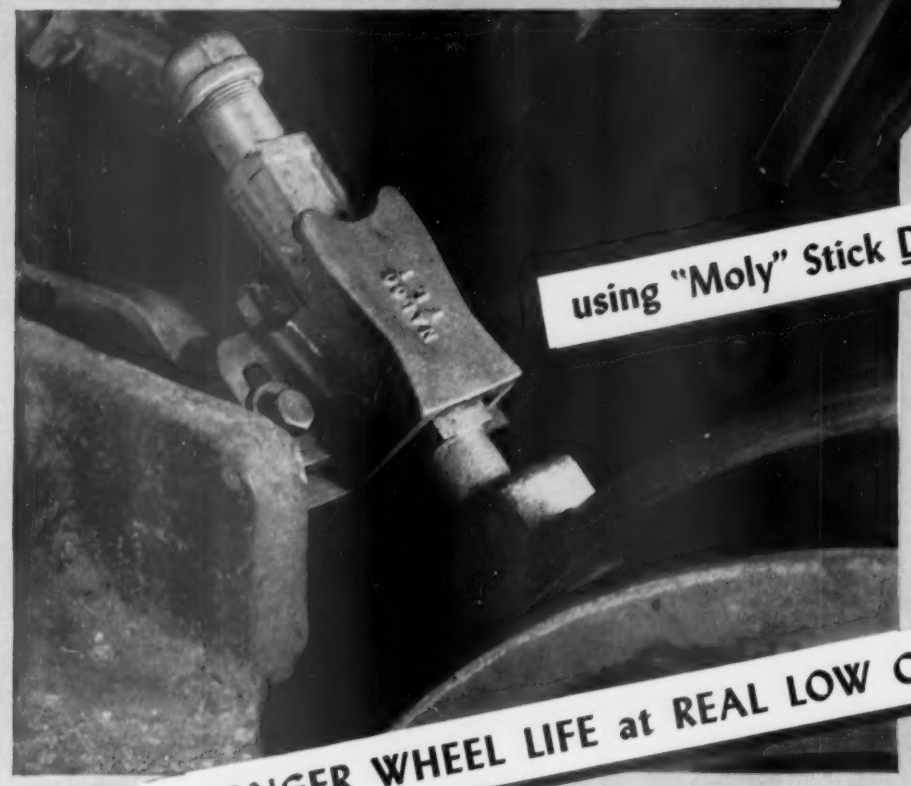
NYC's Maintenance Policies

Southern's Roller-Bearing Flats

Katy's Stainless Steel Car

Board Decision in Non-Op Case

Nalco® NEW FLANGE LUBRICATOR



using "Moly" Stick DRY LUBRICANT

LONGER WHEEL LIFE at REAL LOW COST!

For the FIRST TIME:

- **DRY LUBRICATION** that does not pick up dirt, cinders or metal to form grinding compound.
- **EFFECTIVE LUBRICATION** with Nalco "Moly" Sticks, the ideal dry lubricant . . . Extremely high film strength under pressures . . . excellent stability . . . long life.
- **SIMPLE INSTALLATION** and servicing. No springs, valves or adjustments. Lubricator has only four parts, *including* "Moly" Stick and holder cap!
- **LOW COST**—70% to 80% less than most oil lubricators; with negligible installation and maintenance costs.

Periodic replacement of "Moly" sticks constitutes about 99% of Nalco Flange Lubricator maintenance . . . assures you extended locomotive wheel life at a cost never before considered possible for effective flange lubrication.

"Moly" Sticks are molybdenum disulfide and a plastic carrier, molded to a controlled degree of hardness to get maximum lubrication effectiveness with longest life per stick. Tests on locomotive wheels in service indicate "Moly" Sticks far outwear the same-sized graphite sticks used for flange lubrication.

Ask for the Bulletin below for more cost-saving facts about Nalco Flange Lubricators—Or let your Nalco Representative give you the details.

More Data in Bulletin 541—Write Today

NATIONAL ALUMINATE CORPORATION
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Class F-333 Draft Gear

Class A-22-XL
Friction Draft Gear

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Protection
for a
Car
and its
Lading
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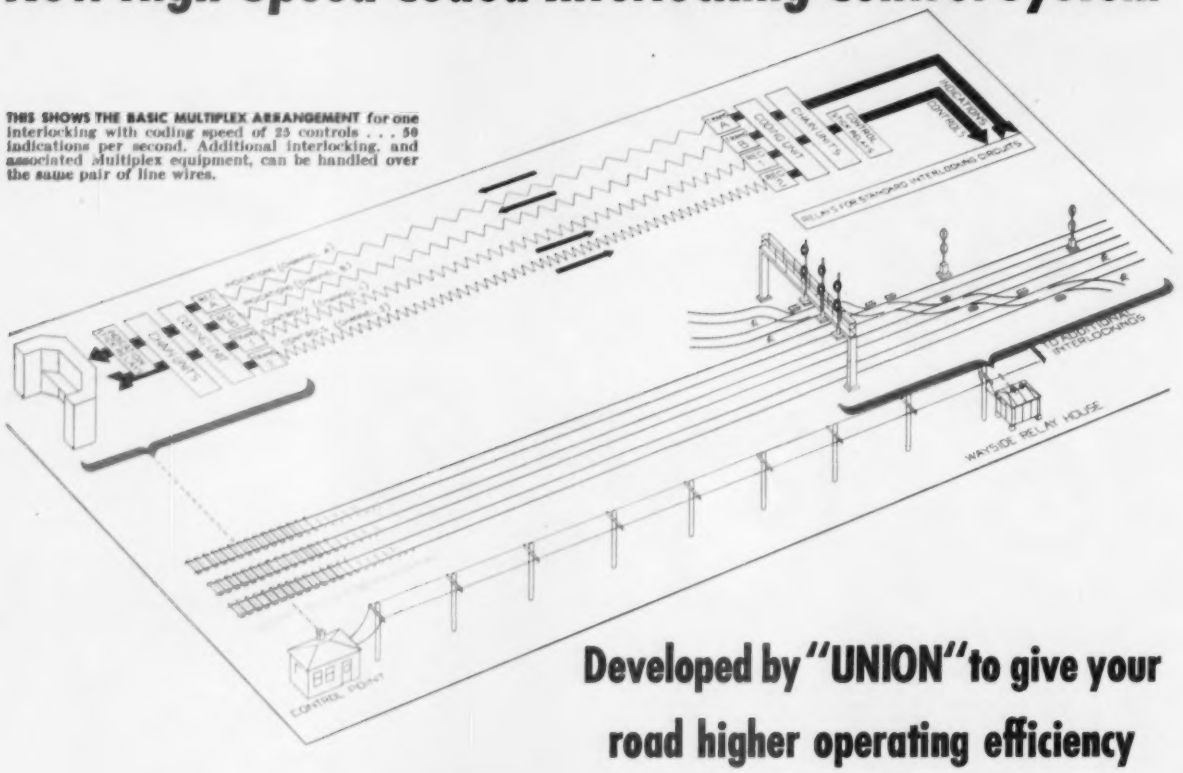
New High-Speed Coded Interlocking Control System



THIS SHOWS THE BASIC MULTIPLEX ARRANGEMENT for one interlocking with coding speed of 25 controls . . . 50 indications per second. Additional interlocking, and associated Multiplex equipment, can be handled over the same pair of line wires.

Developed by "UNION" to give your road higher operating efficiency

"UNION" Multiplex Code Control System

THE MULTIPLEX CODE CONTROL SYSTEM uses standard Style C or UR control machines.

ARE you planning to build a new remotely-controlled interlocking . . . modernize an older one . . . or consolidate present interlockings for greater economies? If you are, consider these features of the new "Union" Multiplex Code Control System:

- It's the fastest all-relay coded interlocking control system yet developed.
- Basic system transmits 25 controls and 50 indications per second. Can be expanded in multiples of 25 controls and 50 indications per second, such as 50 and 100 per second . . . 75 and 150 per second . . . *simultaneously* over one pair of line wires.
- Each code can contain complete control and indication information for all functions at the interlocking . . . therefore a complete route can be set up with one code.

The "Union" Multiplex Code Control System is designed especially for large and busy interlockings. May we tell you the rest of the story?

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

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May 24 ,1954 Vol. 136, No. 21

Week at a Glance

Piggyback tariffs have been filed by the Erie, Lackawanna and Pennsylvania. 6

FORUM: How to make the railroads truly competitive is the problem that faces the industry now that the "time-lag" bill has been recommitted. 25

A new stainless steel passenger car has been built by Pullman-Standard for the Katy—the material being used for all structural parts above the underframe. 27

Why keep so many records? Studies have proven that valuable space may be reclaimed by condensing existing records and eliminating excessive duplication. 29

Central's new maintenance-of-way policies, under the direction of John P. Hiltz, Jr., have succeeded admirably in saving time and money. 31

New 70-ton roller-bearing flat cars have been built for the Southern to accommodate large transformers from a new General Electric plant. 35

"Fringe benefits" for the "non-ops," as recommended by the "emergency board," provide for liberalized vacation arrangements and other benefits. 37

BRIEFS

Piggyback benefits to the Chicago & North Western were outlined to stockholders by President Paul E. Feucht. Among them: handling costs cut $6 to $7 a ton; shipments moving faster—by 24 to 48 hours; elimination of two to four terminal handlings; and virtual elimination of damage claims. He termed a recent reduction in minimum weight requirements for traffic between Chicago and Green Bay, Wis., "helpful but not spectacular," and hinted that similar truck-com-

Current Statistics

Operating revenues, three months	
1954	$ 2,274,693,935
1953	2,595,625,218
Operating expenses, three months	
1954	$ 1,843,732,954
1953	1,979,735,431
Taxes, three months	
1954	$ 223,909,035
1953	310,785,212
Net railway operating income, three months	
1954	$ 146,620,417
1953	251,444,128
Net income, estimated, three months	
1954	$ 88,000,000
1953	185,000,000
Average price railroad stocks	
May 18, 1954	65.58
May 19, 1953	65.39
Carloadings, revenue freight	
Nineteen weeks, 1954	11,581,937
Nineteen weeks, 1953	13,386,785
Average daily freight car surplus	
Week ended May 15, 1954	128,146
Week ended May 16, 1953	40,519
Average daily freight car shortages	
Week ended May 15, 1954	348
Week ended May 16, 1953	2,217
Freight cars delivered	
April 1954	4,038
April 1953	6,839
Freight cars on order	
May 1, 1954	17,817
May 1, 1953	62,637
Freight cars held for repairs	
April 1, 1954	102,266
April 1, 1953	94,896
Average number of railroad employees	
Mid-April 1954	1,050,836
Mid-April 1953	1,204,879

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

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Week at a Glance CONTINUED

petitive tariff revisions may be in the offing for other territories served by C&NW trailers on flat cars.

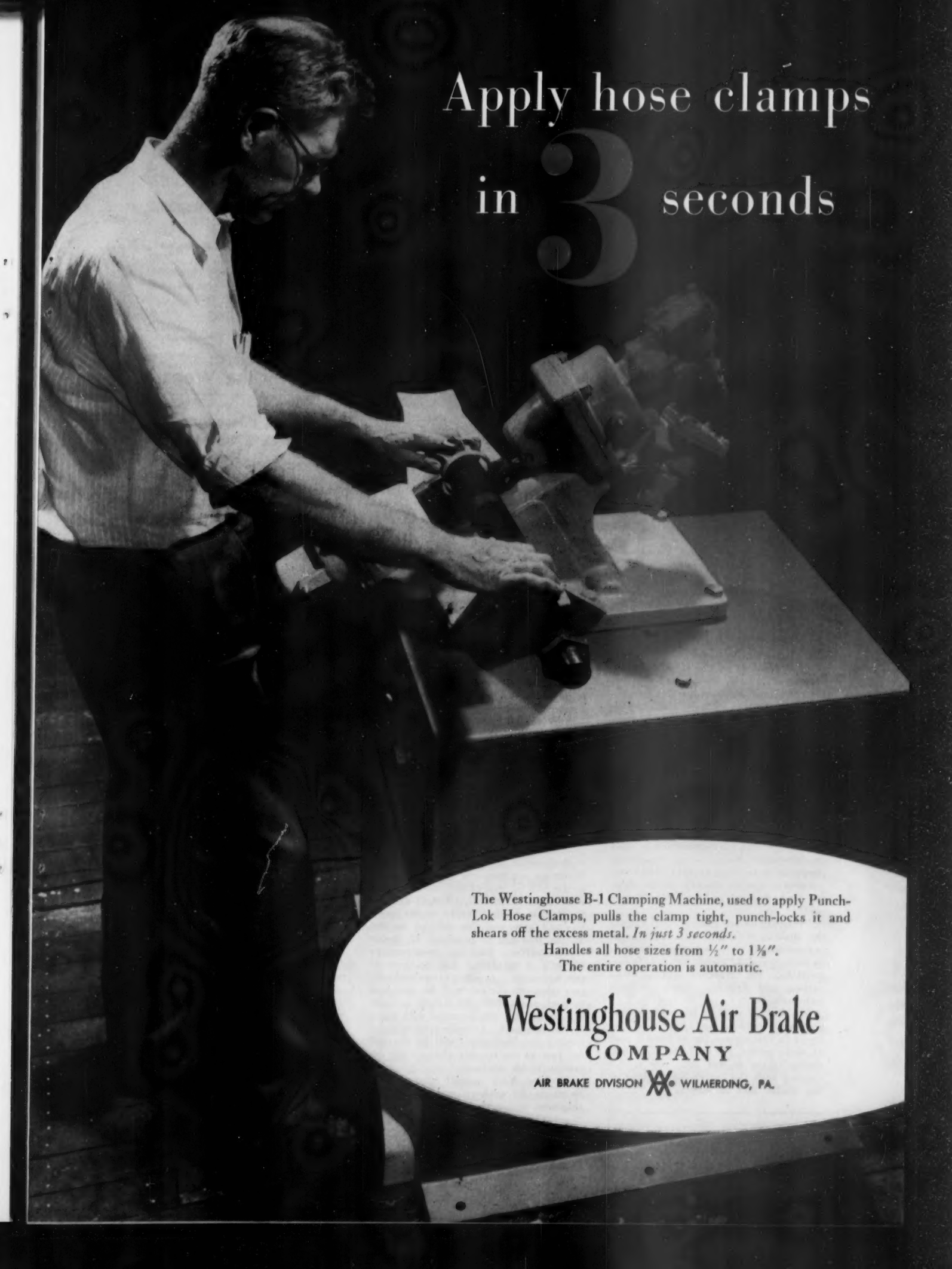
Direct negotiations between the carriers and the Railroad Yardmasters of America over the latter's demands for a 45 per cent wage increase plus a change in the rest day rule (to provide two such days instead of one), began in Chicago on the afternoon of May 19. A carrier spokesman termed the opening session as "exploratory."

Tailor-made transportation is what Chester Thompson is now advising water carriers to offer. The president of American Waterways Operators defines it as a service "with inherent advantages to the particular shipper."

Installment buying for airplane tickets has been announced by Pan American World Airways. The plan, which went into effect May 1, enables travelers to take round-the-world plane tours for a 10% down payment, with the remainder to be paid off in up to 20 monthly installments. To establish credit, a prospective passenger fills out a short form asking only for information usually required for credit purchasing.

All traffic isn't moving *from* railroads *to* trucks. Highway haulers in many localities are reportedly beginning to feel the impact of the rails' "competitive pricing"; and a large furniture manufacturer, heretofore an exclusive truck shipper, is said to be finding out that rail shipments to big accounts broaden dealer coverage and promise production economies.

A "social dividend," amounting to some $400 million a year, is presented annually to Canada's citizens by the Dominion's railways. That capsule description was recently applied by S. W. Fairweather, Canadian National vice-president, to "the difference between the railways' actual net revenues and possible earnings if operating expenses and revenues were in balance."



The Westinghouse B-1 Clamping Machine, used to apply Punch-Lok Hose Clamps, pulls the clamp tight, punch-locks it and shears off the excess metal. *In just 3 seconds.*

Handles all hose sizes from ½" to 1½".

The entire operation is automatic.

Westinghouse Air Brake
COMPANY

AIR BRAKE DIVISION WILMERDING, PA.

Three Roads File T-O-F-C Tariffs

Erie, Lackawanna and Pennsylvania to begin service June 16; Lehigh Valley beginning indefinite

On June 16 the Erie, Lackawanna and Pennsylvania will begin transporting their owned or leased trailers on flat cars between points in the East and Midwest, at prevailing motor common carrier truckload rates. Tariffs have been filed with the Interstate Commerce Commission by all three carriers. In the case of commodities moving on class rates, charges for trailer loads of those commodities are somewhat below those of regular rail class rates. (The Lehigh Valley has announced it will follow the same general policy. The Lehigh Valley will furnish a similar service, but no beginning has been set.) Motor carrier commodity rates in some cases are higher and in others lower than rail carload commodity rates.

The Pennsylvania will offer piggyback service between: Harrison, N.J., Jersey City, Newark, New York and Philadelphia, on the one hand, and Pittsburgh and Chicago on the other; Chicago, Pittsburgh and Philadelphia. The Erie at present contemplates service only between New York, Jersey City and Chicago. The Lackawanna will serve the New York metropolitan area as well as Buffalo, Cleveland, and Chicago, the latter two points in conjunction with the Nickel Plate. The LV's planned operation contemplates service between the New York-Newark area on the one hand and Buffalo, Chicago and St. Louis, Mo. on the other. No connecting line for traffic west of Buffalo has been announced by the LV.

Generally speaking, at Chicago this door-to-door service will be available at points within the Chicago switching district. At New York the metropolitan area generally will receive this service, while at Pittsburgh and Philadelphia the corporate limits of the two cities will be boundaries within which the service will be provided.

Trailer loads only will be accepted for shipment. Where class rates apply to such shipments, the ratings will be those published in the Uniform Freight Classification, but the rates themselves will be on a par with those of motor common carriers. Minimum weights will be those shown in the U.F.C., except that no minimum will exceed 32,000 lb. Weight minima for trailer loads moving under commodity rates will be subject to the weight minima as provided in motor truck tariffs. Packing requirements (Rule 5 of the UFC) will be those of the railroads. Loading requirements, i.e., what the driver will be required to load, accessibility of freight to loading docks, etc., are identical with those of the truckers. Detention of vehicles beyond specified times will be charged for just as the trucker charges for detention to his equipment.

At New York special charges will be made for pick-up and delivery of shipment within the garment and market areas of the Borough of Manhattan. On inbound and outbound freight to or from piers, terminals and warehouses in New York harbor, as well as at Philadelphia, rates do not include loading and unloading of freight.

Stop-off privileges are granted under these tariffs, subject to minimum charges.

KATY TO PIGGYBACK MOTOR CARRIERS; OWN TRAILERS

The Missouri-Kansas-Texas will inaugurate trailer on flat car service between Kansas City and Oklahoma City early in July. The service will be operated both for the trailers of established motor common carriers and for those of the road's subsidiary, the Missouri, Kansas & Texas Transportation Company.

To direct the new operation, the Katy has named Theodore F. Behler as vice-president of the MK&T Transportation Co. Mr. Behler, who, since 1951 has been operating rail-substitute truck service for the Katy, "will supervise the operational phases of this new service and serve as liaison officer between the railroad and the common carrier motor truck firms," according to Katy president Donald V. Fraser. Mr. Behler has been active in railroad-truck coordination since 1937 and has devoted most of his career to highway transportation. The new service ". . . offers an opportunity for the two great industries—railroads and over-the-road truckers—to work in cooperation to their mutual profit and advantage and to benefit of the shipper and general public," Mr. Fraser said.

Presently owned flat cars will handle the trailers to begin with. End loading terminals are under construction in both terminal cities. MK&T Transportation Co. tractors will provide pickup and delivery service at both terminals.

Mr. Behler said at least ten motor common carriers had expressed interest in the service for at least a part of their traffic. He said the Katy will charge them a flat rate per trailer varying with the length and weight of the trailer and its cargo.

Figures of the Week

Last Year's Passenger Deficit Was $705 Million

Last year's passenger-service deficit of Class I line-haul railroads totaled $704.6 million, according to the May issue of "Monthly Comment," published by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

This bore out the prediction in *Railway Age* of May 10, page 4, that the 1953 loss from passenger operations might top 1952's deficit of $642 million and supplant 1951's $681 million as the biggest on record. As the ICC bureau pointed out, however, last year's result was "affected to an as yet undetermined extent by revision of the commission's [accounting rules] which became effective January 1, 1953."

"Had the same separation formula been in effect in 1953 as that in effect in prior years," the "Comment" added, "it does not *necessarily* follow that the 1953 passenger service deficit would have exceeded that for any prior year. . . . It is hoped that some approximation of the effect of changes in the separation formula will be available shortly."

Meanwhile, the "Comment" figures showed that, on the basis of the same separation formula, net railway operating income from freight service amounted to $1,813 million in 1953.

Freight Car Loadings

Loadings of revenue freight in the week ended May 15 totaled 677,581 cars, the Association of American Railroads announced on May 20. This was an increase of 29,627 cars, or 4.6 per cent, compared with the previous week; a decrease of 102,224 cars, or 13.1 per cent, compared with the corresponding week last year; and a decrease of 76,867 cars, or 10.2 per cent, compared with the equivalent 1952 week.

Loadings of revenue freight for the week ended May 8 totaled 647,954

cars; the summary for that week, compiled by the Car Service Division, A.A.R., follow:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, May 8

District	1954	1953	1952
Eastern	112,214	132,530	123,086
Allegheny	116,847	157,198	143,215
Pocahontas	46,146	55,045	52,620
Southern	116,132	124,204	124,353
Northwestern	98,212	125,873	115,303
Central Western	105,018	113,123	105,414
Southwestern	53,385	57,438	55,868
Total Western Districts	256,615	296,434	276,585
Total All Roads	647,954	765,411	719,859
Commodities:			
Grain and grain products	45,596	39,775	41,126
Livestock	7,990	8,609	8,557
Coal	98,493	124,312	114,228
Coke	7,185	13,773	11,617
Forest products	40,090	40,861	39,577
Ore	48,869	85,917	75,503
Merchandise l.c.l.	62,105	69,998	72,113
Miscellaneous	337,626	382,166	357,138
May 8	647,954	765,411	719,859
May 1	647,925	781,499	744,724
April 24	626,181	779,804	779,489
April 17	612,884	751,628	735,069
April 10	606,790	721,139	690,752
Cumulative total 19 weeks	11,581,937	13,386,785	13,717,174

In Canada. — Carloadings for the nine-day period ended April 30 totaled 95,096 cars, compared with 59,245 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
April 30, 1954	95,096	37,587
April 30, 1953	108,541	42,158
Cumulative Totals		
April 30, 1954	1,123,946	488,686
April 30, 1953	1,239,844	542,071

Operations

GN Taking a Critical Look At Its Electrification

An extensive study of electrified train operation is being undertaken by the Great Northern.

The railroad operates 74 miles of line by electric power between Wenatchee, Wash., and Skykomish, including the Cascade tunnel. Diesel-electric power is used both east and west of this electrified zone.

The GN indicates that the study will "seek answers to questions revolving about all-electric versus diesel-electric operation use in the territory, with emphasis on relative costs." Several possibilities are offered for study. One is to eliminate the electrified zone entirely and operate diesel power all the way through; another is to reduce the electrified segment to the actual length of the Cascade tunnel (7.79 miles); and a third is to extend the electrification westward to Gold Bar, 23 miles, Everett, 52 miles, or Seattle, 84 miles distant.

The study is expected to take about a year. In it, engineers of the railway will work with those of outside firms.

Traffic

PLANNING THE C&EI's CAMPAIGN TO INCREASE TRAFFIC are, left to right: W. E. Callender, general freight traffic manager; H. R. Sampson, traffic vice-president; D. F. Woods, freight traffic manager; and C. A. Ernst, assistant freight traffic manager.

C&EI Traffic Men Plan Aggressive Sales Campaign

Aggressive plans for increasing traffic volume were formulated by 73 freight sales agents of the Chicago & Eastern Illinois at a three-day conference in Chicago May 12-15.

President Clair M. Roddewig set forth a four-point program for increasing sales and traffic during the last seven months of 1954, based on each representative (1) making one more call per day, (2) turning in one more tip per week, (3) gaining two new accounts each month, (4) and increasing business from "target" accounts by 10%. Heads of various departments explained their operations, and outlined how they could help freight sales agents with special problems.

The sales representatives divided into smaller groups of six to eight for round-table discussions on each phase of the sales program. Through their discussions, a complete plan was formulated with a number of recommendations that each man could use in his own territory.

Labor & Wages

Canadian Roads, Unions, Reject Board's Report

The Canadian National, the Canadian Pacific, and unions representing some 145,000 non-operating Canadian railway employees have all rejected the split report of a government conciliation board, headed by Justice R. L. Kellock of the Supreme Court of Canada, on "fringe" benefit demands made by the unions. The union rejection was based on the ground that the report, being split, was "improper"; the railways', on their continuing decline in traffic and earnings.

It is now expected, however, that direct negotiations between the railroads and the unions, which broke down last year, will be resumed soon.

All three members of the board opposed the biggest item, in terms of money—18 days' sick leave pay—and higher penalty overtime pay for Sunday work. The chairman favored three statutory holidays per year, with pay, against eight sought by the unions, and three weeks' annual paid vacation after 25 years' service; A. J. Wickens, employee representative, favored three weeks after 15 years' service.

The railways estimated "fringe" benefits asked by the "non-ops" would cost nearly $60,000,000 a year, divided as follows: Sick leave, $30,700,000; statutory holidays, $12,500,000; vacations $9,300,000; and Sunday overtime, $7,000,000.

New Alco Factory Rebuild Service

KEEPS YOUR LOCOMOTIVES EARNING LONGER

COMPLETE RECONDITIONING of locomotive diesel engines—*returning them to peak earning power with factory facilities and workmanship*—is a primary function of Alco's Factory Rebuild Service. Here a 12-cylinder-engine base emerges from cleaning tank, one of dozens of operations in reconditioning process.

ALCO AMERICAN

...Helps You Save On Equipment, Overhead, Manpower

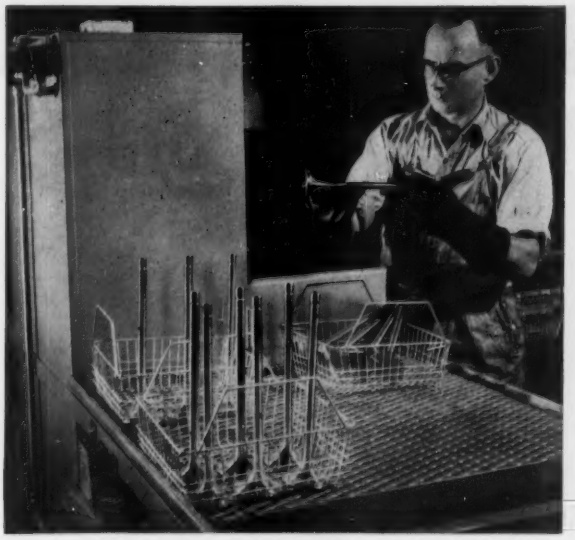
Alco's integrated Factory Rebuild Service at Schenectady, N. Y., has been established in response to two current needs of U. S. railroads.

FIRST is the need to maintain diesel-electric locomotives in top working condition, top earning condition longer and with less time out of service. Factory Rebuild Service meets this need through:

1. **Full use of the same machines, tools and inspection procedures used in volume production of new Alco diesel-electric locomotives.**
2. **Original manufacturer's engineering experience—plus latest manufacturing techniques.**
3. **Genuine Alco Renewal Parts—with full warranty.**
4. **Skilled craftsmanship and close quality control—for maximum customer protection.**

SECOND is the need to cut the high cost of equipment and other overhead items required for on-line repair. Factory Rebuild makes this possible through offering a complete service—repair, rebuild and modernization not only of components but of entire locomotives as well.

Ask your Alco locomotive representative for full details on this new Factory Rebuild Service in terms of your own operations, *your own present repair costs*, and the items of modernization applicable to your Alco equipment.



THOROUGH INSPECTION from valve stems to superstructure—truck frames to traction motors, assures that repaired, rebuilt, or modernized locomotives leave Alco Factory Rebuild Service meeting original manufacturer's *new-equipment standards.*

GENUINE ALCO RENEWAL PARTS—incorporating latest design features and backed by full warranty—add the final touch to the fast, economical yet painstaking service that builds years of extra life into locomotives and components.

LOCOMOTIVE COMPANY Sales and Service Offices in Principal Cities

"THE BIG SQUEEZE"

puts thousands of extra miles into every

WROUGHT STEEL WHEEL

That block of hot steel is under *14,000,000 pounds pressure!* Yet, only a few effortless seconds are required for the huge press to descend and rise—just a few seconds, and a red-hot wheel blank is hoisted from the die. Thus, the first forging takes place in the life of a USS *Wrought* Steel Wheel.

Basically, steel possesses the inherent properties of *hardness* to resist wear, *strength* to withstand heavy loads, and *ductility* to minimize sudden brittle fractures. This excellent combination of properties is improved by forging, rolling, and controlled-cooling, imparting to the finished *Wrought* Steel Wheel an extremely high degree of soundness and dependability.

But what does the Wrought Steel Wheel do for you?

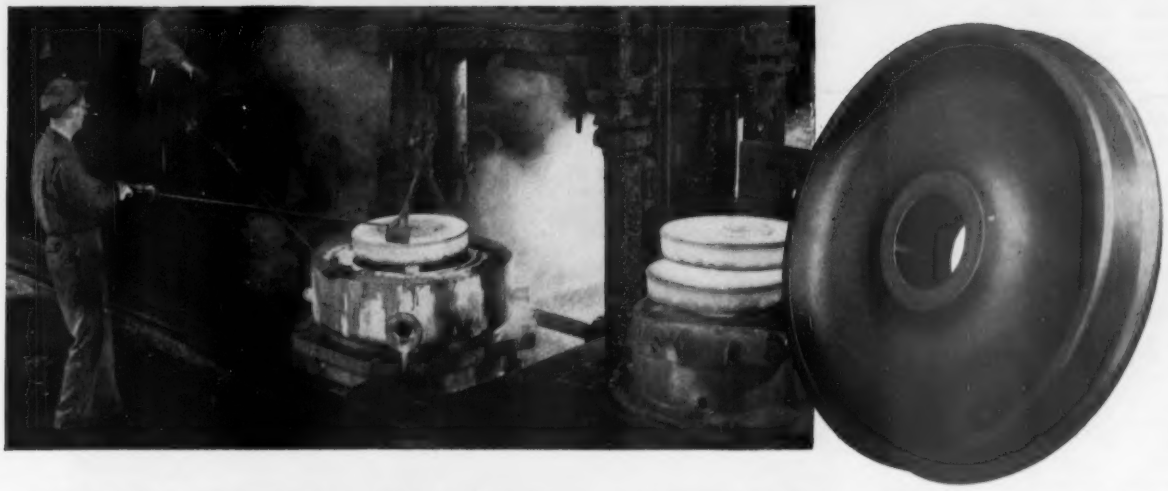
IT LASTS LONGER . . . USS One-Wear *Wrought* Steel Wheels will average 200,000 to 300,000 miles or more in normal freight car service.

IT COSTS LESS . . . Its far greater life in any given service will reflect a *substantially lower cost* than that of the ordinary wheel, even though, initially, the One-Wear *Wrought* Steel Wheel costs a little more than the ordinary type wheel.

REQUIRES LESS MAINTENANCE . . . Rolling on One-Wear *Wrought* Steel Wheels, a car spends more time *in service,* and less time on repair sidings, resulting in increased revenue to the railroad. Also, less frequent repair means reduced maintenance and lower labor costs.

SAVES UNSPRUNG WEIGHT . . . Because they are lighter than ordinary wheels, eight *Wrought* Steel Wheels under a 50-ton capacity car will save approximately 1,520 lbs. of unsprung weight, which can be directly converted into payload capacity—or result in a fuel savings due to the decreased load. Furthermore, reduced unsprung weight means less pounding on the track system.

Two strategically located complete wheel shops are ready to fill your orders for *Wrought* Steel Wheels: McKees Rocks (Pittsburgh), Pennsylvania, shop, serving the East and Southeast, and the Gary, Indiana, shop supplying the Western and Southern Lines.



USS WROUGHT STEEL WHEELS

UNITED STATES STEEL CORPORATION, PITTSBURGH, PA.
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA.

USS

COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

4-1254

UNITED STATES STEEL

In Congress

Locomotive Bureau Chief Opposes ICC Proposal

Charles H. Grossman, director of the Interstate Commerce Commission's Bureau of Locomotive Inspection, has gone on record in opposition to a commission recommendation that the Locomotive Inspection Act be amended.

The conflict of views was brought out at a recent hearing before a subcommittee of the Senate Committee on Interstate and Foreign Commerce which has the commission proposal under consideration. The proposal is embodied in a bill, S.3059, which the committee's chairman, Senator Bricker, R., Ohio, introduced.

The bill would eliminate from the Locomotive Inspection Act those provisions under which the director of locomotive inspection and two assistant directors are appointed by the President. It also would eliminate other detailed requirements relating to employment of inspectors.

The purpose of the bill is "to make possible a needed management improvement" in the commission, according to the presentation made to the subcommittee by Commissioner Clarke, to whom the BLI reports. The "management improvement" would be complete consolidation of the locomotive bureau with the Bureaus of Safety and Service. A plan to effect such a consolidation "in part," as Commissioner Clarke put it, is now scheduled to become effective June 1 (*Railway Age*, March 29 and April 26).

Bureau Opposition—In making his opposition presentation, Director Grossman took the position that his bureau "must be operated as a separate bureau until the act is amended to permit consolidation."

Mr. Grossman went on to present an argument in opposition to the consolidation, and to the bill. The latter, he said, "removes many statutory safeguards pertaining to inspection and makes these features optional with the commission"; its passage "would, in my opinion, cause the demise of locomotive inspection such as we have today and under which very satisfactory results have been accomplished."

Other opposition presentations were made by interested labor organizations, while other supporting statements included one made on behalf of the National Industrial Traffic League by the chairman of its Legislative Committee, William H. Ott, Jr.

PUBLIC GOES FOR "SIESTA COACH" IN NYC TEST

• Public reaction to the Budd Company's proposed "Siesta Coach" is almost 100% favorable.

• Most passengers would be willing to pay an extra charge of $5 per night, over and above the regular coach fare, to enoy the additional facilities available in a "Siesta Coach."

Those conclusions are based on the first public showing of the proposed car, by the New York Central. For test purposes, Budd's mock-up of two "Siesta Coach" rooms, previously viewed only by railroad officers and press representatives, was set up in Grand Central Terminal, New York, where it was shown and explained to long-distance revenue passengers, chosen at random. Their reactions were recorded on a simple questionnaire.

NYC passenger representatives in charge of the demonstration told *Railway Age* that public acceptance of the general idea of the car was in the ratio of 226 to 1. Opinions as to a reasonable extra charge to cover housekeeping costs, linen and maintenance varied from $1 to $12.96 per night, with $5 as the figure mentioned by more than half the passengers interviewed.

The proposed "Siesta Coach," fully described in *Railway Age* June 1, 1953, would provide private room-type accommodations, including cot-size beds and private toilet and lavatory facilities, for 40 passengers, in a standard 85-ft coach.

Financial

ICC Won't Enter NYC Fight

Denies Central's request for order declaring that Young take-over would involve acquisitions which require commission approval

The Interstate Commerce Commission on May 19 denied the New York Central's petition for a declaratory order with respect to issues raised by Robert R. Young's undertaking to gain control of that road.

Also denied was the supporting petition filed by Harold S. Vanderbilt, Central board member and stockholder. The denial order said the commission had concluded that "the interests of justice would not be advanced by the granting of said petitions."

The petitions asked the commission to issue a declaratory order finding, among other things, that Alleghany Corporation, Mr. Young and Allan P. Kirby would acquire control of Central if a majority or more of Central's board of directors should be composed of Messrs. Young and Kirby and others selected by them or Alleghany; and that since Central controls at least two other roads—Pittsburgh & Lake Erie and Indiana Harbor Belt—there would be acquisition of control of two or more carriers which may not be lawfully done without approval by the commission. (*Railway Age*, May 10, page 9.)

The commission's denial order was issued on the fifth day after it heard oral argument on the petitions. Ten of the commission's 11 members were on hand for the argument session, Commissioner Arpaia being the only absentee.

Central's position, as argued by its counsel, C. H. Hand, was that the commission should distinguish between control of the road by its board of directors and control of the board. The possibility of acquisition of control of the board by Alleghany and Messrs. Young and Kirby was what he was talking about, Mr. Hand emphasized to the ICC.

Alleghany's counsel were former Senator Burton K. Wheeler of Montana and his son, Edward K. Wheeler, who made the Alleghany argument. He challenged Mr. Hand's proposed interpretation of the Interstate Commerce Act's acquisition-of-control provisions, asserting that they had no applicability to the Central fight. "They know they're beaten and they're grasping at straws," Mr. Wheeler asserted.

800,000 NYC Shares—Meanwhile, a justice of the Appellate Division of the New York State Supreme Court ruled that the Chase National Bank could issue proxies to Sid W. Richardson and Clinton W. Murchison for the 800,000 NYC common shares they purchased from the Chesapeake & Ohio. The NYC has refused to transfer the shares on its books on the ground that the transfer certificates were "defective" (*Railway Age*, May 10, pages 9-10).

Associate Justice Edward Dore, of the Appellate Division, denied the Central's petition for a stay restraining Chase from issuing the proxies. Justice Dore directed, however, that a hearing be held May 25 before the full 5-justice division on an NYC appeal against an earlier ruling by Supreme Court Justice James B. M. McNally which refused issuance of a preliminary injunction that would have barred granting a proxy to vote the 800,000 disputed shares. It was indicated by NYC counsel that, at the May 25 hearing, the road would request the stockholders' meeting, presently scheduled for May 26, be postponed until June 28.

Thruway to Buy LV Property in Buffalo

The New York State Thruway Authority announced last week its decision to use the Lehigh Valley's right-of-way for a portion of the Niagara Thruway in Buffalo, N.Y. The authority and LV officers agreed upon a price of $6,950,000 for the property, which includes 3.7 miles of the main line, the present passenger station fronting on Washington street, the abandoned passenger station on Main street, and a freight terminal now used for general delivery of railroad freight.

Acquisition of the property is subject to approval by the Interstate Commerce Commission and the New York Public Service Commission, as well as conclusion of arrangements to relocate a New York Central spur which crosses the present LV tracks at grade. The road will be permitted to salvage tracks, signal equipment and other miscellaneous facilities.

Law & Regulation

Senate Gets Motion To Reconsider Time Lag

Senator Butler, Republican of Nebraska, has filed in the Senate a motion calling for reconsideration of the 39-to-37 vote whereby that body sent the time-lag bill back to its Committee on Interstate and Foreign Commerce. The bill, S.1461, is designed to insure prompt increases in carrier rates as costs rise.

Recommittal action came after debate in which opponents made much of the committee's failure to hold hearings on the new version of the bill proposed recently as a substitute for the version reported favorably last year; and its failure to report on the House-approved trip-lease bill, which would end the Interstate Commerce Commission's power to prohibit trip-leasing of motor trucks.

Trip-Lease Tie — The disposition to make the time-lag bill a hostage for release of the trip-lease measure was pointed up especially in remarks by Senator Aiken, Republican of Vermont. He said:

"I know how assiduously railroads have been working to get the pending bill passed. . . . We also know how assiduously railroads have been working . . . . against the trip-leasing bill, which is supported by virtually every farmer in the United States. I am very fearful that if the bill now before the Senate passes, all kinds of efforts will be made to block the trip-leasing bill . . . . I think it would be very dangerous procedure to pass the bill relating to railroads without at the same time providing the same protection for the farm population of the United States."

Moreover, on May 17, Senators Monroney of Oklahoma and Smathers of Florida, Democrats, who offered the recommittal motion, filed in the Senate a proposed amendment which would add the trip-lease bill as a rider on the time-lag bill. Messrs. Monroney and Smathers also did most of the talking in opposition to S.1461, calling it a "quickie rate increase bill" and pressing the no-hearings argument.

Senator Bricker, Republican of Ohio, chairman of the interstate commerce committee, explained that the new version was written in an undertaking to meet virtually all objections to the reported version (*Railway Age*, March 22, page 9). In this he was supported by the committee's ranking minority member and former chairman—Senator Johnson, Democrat of Colorado.

WHEN TRAIN CREWS REPORT for duty at the Washington, D.C., Union Station, it's an easy job to examine outstanding general orders and notices. They're all displayed on this bulletin board, located in the new stationmaster's office, rebuilt after it was destroyed on January 15, 1953.

Organizations

Roadmasters, B & B Men Planning Conventions

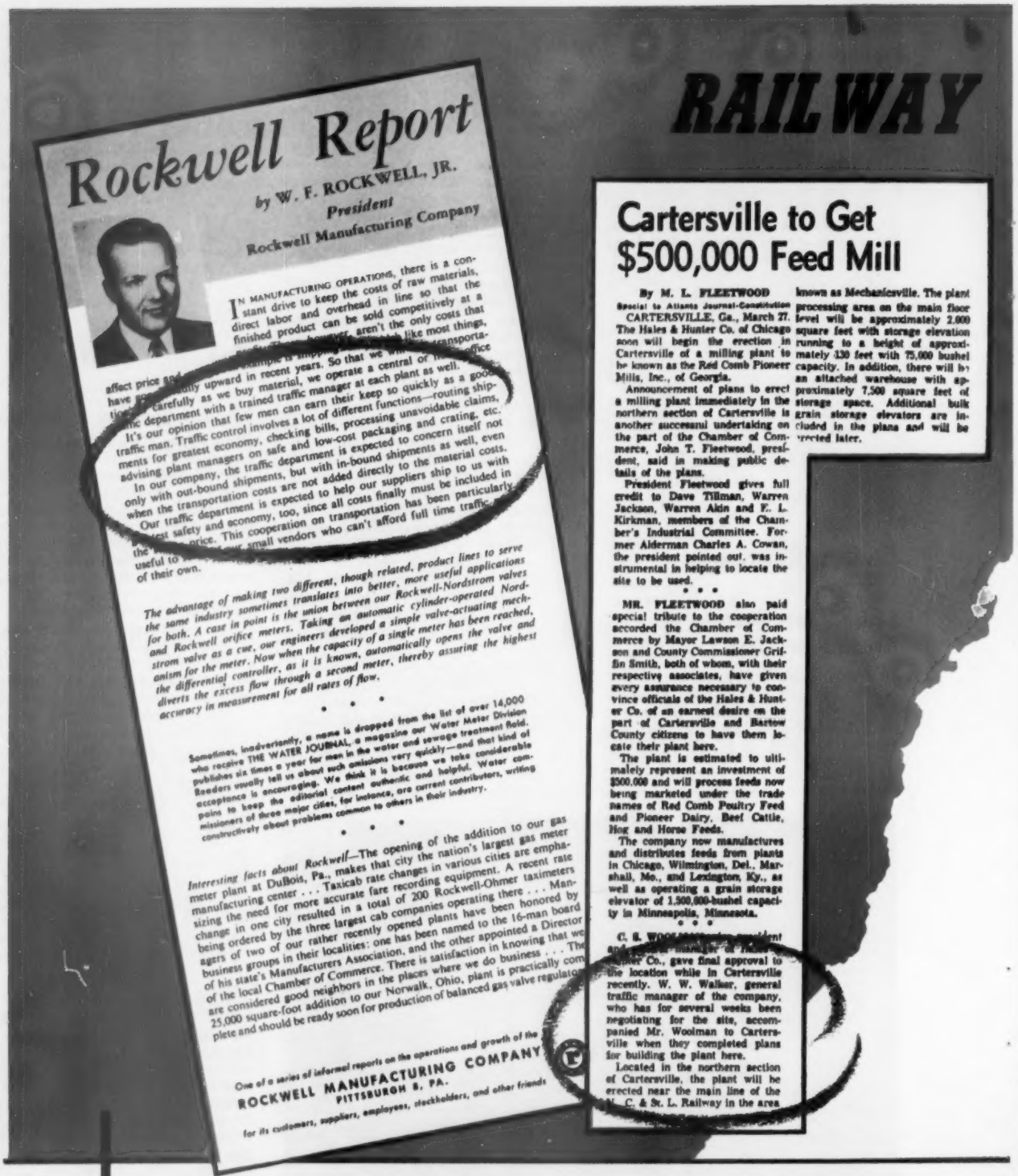
Much preliminary work has already been done in preparation for the annual meetings of the Roadmasters' & Maintenance of Way Association and the American Railway Bridge & Building Association, which are to be held concurrently at the Conrad Hilton Hotel, Chicago, September 13-15. Six committees of the roadmasters' association and eight of the bridge and building group are well along in preparation of reports to be presented at the meetings, dealing with subjects of current interest to supervisory officers in the maintenance of way and structures department.

Executive committees of both associations will meet in the near future to discuss semifinal plans for the conventions and review any completed committee reports.

The conventions will consist primarily of business sessions at which the committee reports, as well as addresses on present-day problems, will be presented. The only large-scale social event will be a banquet September 14, sponsored by the Track Supply Association and the Bridge & Building Supply Association.

Northeastern University's third annual **Transportation and Traffic Management Conference for New England Industry** will be held at Boston, May 25-26, under direction of Prof. Frank M. Cushman of the university faculty. The program includes the following addresses: "The Current Picture for Transportation and Traffic Management," by Prof. Cushman; "The Uncommon Plight of the Common Carrier—What's Happening to the Backbone of Our National Transportation System?," by Herbert E. Bixler, assistant to president, Boston & Maine; "Let's Ride Piggyback! What are the Facts Concerning Substituted Service?," by Dan Sundel, manager, "trailer-on-flat-car" sales service, New Haven; "Buying and Selling Transportation—Carrier-Shipper Relations,"

(*Continued on page* 39)



Railway Freight Traffic provides a concentrated audience of industrial traffic officers of the key shippers in the United States and Canada—a direct line of communication for the railways with their customers.

FREIGHT TRAFFIC....

The one magazine for shippers which concentrates editorial attention on RAILWAY FREIGHT SERVICE

Railway Freight Traffic is edited for shippers—the railways' customers. Concentrated 100% on the business of railway freight transportation, its content is designed to help the shipper solve *his* problems.

R.F.T. is read by the industrial traffic managers of more than 5,400 leading shippers throughout the United States and Canada. It gives the railroads a specialized audience of buyers of railway freight transportation *without waste*—men who also are influential factors in plant site selection, as shown by one of the examples on the opposite page.

W. F. Rockwell, Jr., president of the Rockwell Manufacturing Company says "It's our opinion that few men can earn their keep so quickly as a good traffic man. Traffic control involves a lot of different functions . . . in our company the traffic department is expected to concern itself not only with outbound shipments, but with inbound shipments as well."

The Hales & Hunter news item brings out the fact that W. W. Walker, general traffic manager, *had for several weeks been negotiating for the site,* and accompanied Mr. Woolman to Cartersville where they completed plans for building the plant. The traffic managers of both of these companies receive *Railway Freight Traffic* each month.

Shippers like *R.F.T.* They realize that its purpose is to help them. They appreciate the useful messages of the railroads in the advertising pages.

Use this direct contact with your customers *every month.* The advertising rates are but a fraction of the cost of more general media because *R.F.T.* offers a highly *compact,* concentrated audience which assures rifle-shot penetration at moderate cost.

Railway Freight Traffic

A Simmons-Boardman Publication

(Publishers of Railway Age)

30 Church St., N. Y. 7 • 79 W. Monroe St., Chicago 3 • Terminal Tower, Cleveland 13

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

A reader asks: Are grades the same in all hump retarder yards, and what determines the gradient?

Not exactly. There is no overall formula.

(1) We recently placed in service a 25-track gravity retarder yard at Milwaukee and a 70-track gravity retarder yard at Bensenville, Ill. At the retarder end, sufficient drop was provided so the hardest rolling car, under the worst [resistance] conditions, will roll into clear on each track. Also, enough retardation was provided so the fastest rolling car under the most favorable [rolling] conditions can be stopped in the final retarder. The total drop between crest and clearance point was distributed as follows: (a) From the crest through the master retarder about a 4% grade was put in to make cars separate and space themselves and to provide work for the master retarder; (b) from the clearance point on each track, back up to the final retarder, all tracks have a 0.15% grade, compensated for curvature and for switch resistance; (c) through all final retarders, tracks are on a 1% grade. Our experience is that practically all cars momentarily stopped in the final retarder will start on this grade, and run into clear; (d) between the master and final retarders, the balance of the required drop was adjusted and in most instances resulted in a grade of 1.4-1.6%. From the clearance point, each classification track is on a 0.15% descending grade, compensated for curvature, which extends almost to the departure end of the yard, where a short ascending grade was put in for protection against cars rolling out. Skates are also used to provide more positive protection against rolling out. . . . After cars leave the final retarder, there is no further control of them. The 0.15% basic grade was decided upon as a result of actual tests and from our experience in flat yard switching. This basic grade was then compensated so movement into all tracks would be as uniform as possible.—*W. G. Powrie, chief engineer, Chicago, Milwaukee, St. Paul & Pacific.*

(2) It is a primary consideration that [there must be enough distance between cars following each other over the hump to allow power switches to be thrown in the interval between the first car's leaving the switch and the second's entering it]. The drop-off from the hump must be such that a light, hard-rolling car, under the most adverse conditions of temperature and wind, will provide this interval when it is followed over the hump by a heavy, free-rolling car. The factor of curvature down the hump, if such there be, must also be considered. . . . Excessive fall will provide greater separation but also will require greater retardation. . . . It is generally held that a grade of 1.4% will balance the resistance of a hard-rolling car and 1.3% that of an easy-rolling car. Humps are usually designed to provide a speed of about 12 mph for a hard-rolling car at the departing end of the master retarder. The fall, or velocity head, is derived from the formula $VH=.0334xV^2$, and actual gradient depends upon the length of the hump run-off. Adverse gradient at the bowl end of classification tracks preferably should not exceed 0.3%. Rio Grande, however, used 300 feet of 0.4% grade [at Grand Junction, Colo.] due to shortness of some of the tracks. We find that heavy cars have a slight tendency to roll back.—*A. E. Perlman, executive vice-president, Denver & Rio Grande Western.*

(3) The Southern Pacific's Roseville, Cal., retarder classification yard was constructed with a 4% grade immediately below the crest of the hump and through the initial retarder to provide a spread between each cut of cars. Gradients from the initial retarder through the intermediate retarders average about 2%, and not less than 1% through the final retarders. Gradients of the leads and body of the classification tracks from the final retarders to near the lower end of each track are 0.2%, with compensation for curvature and switch resistance. A "saucer" effect is obtained at the end of each track by means of 200 feet of 0.3% adverse grade.—*E. E. Mayo, chief engineer, Southern Pacific.*

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

A carload of walnuts was shipped from Albina, Ore., to Somerville, Mass., with stops for partial unloading at Kansas City and Buffalo. When the car arrived at Buffalo it was found that the Kansas City portion of the load had not been removed, although the billing indicated unloading was performed. A delay of 14 days ensued, for which holding line at Buffalo reclaimed per diem from the erring road, under per diem rule 14, section 2. Was reclaim in order?

Yes, but not under the cited section of rule 14.

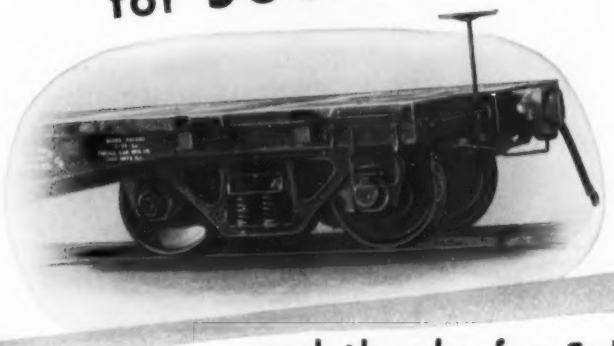
If the holding road at Buffalo notified the road which failed to see that the Kansas City stop-off portion was unloaded, as provided in rule 14, section 9, reclaim would be due under rule 14, section 1 (a). Section 1 (a) provides for holding road's reclaim, when car is held short of the billed destination, against the road which committed an error which prevented proper forwarding of the car. Had the car been held at Somerville (the billed destination), reclaim would have been due under rule 14, section 2.—*Eastern Association of Car Service Officers.*

Congratulations...

THRALL CAR MANUFACTURING COMPANY

on the construction of

75 Special-Purpose Flat Cars for SOUTHERN RAILWAY



Again! The Southern serves the South with a special car for a special need. And Barber Trucks protect both car and lading.

..and thanks for Selecting

BARBER'S *Easier-Riding, Easier-to-Service TRUCKS*

5 BILLION MILES PER YEAR
of smooth, trouble-free service provided by...

350,000 CAR SETS
of Barber Stabilized Trucks now in operation with...

OVER 100 MAJOR RAILROADS
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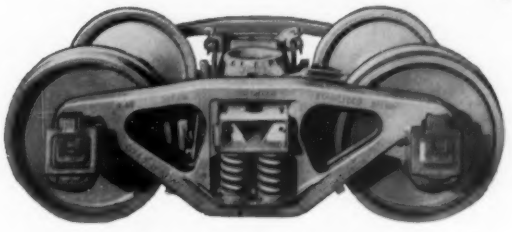
Skillful, sturdy design and downright good service out on the road have won the preferences of many railroads, private car lines and contract builders. We are proud of our product. The Barber Truck is extremely simple in principle, very smooth riding, with long and satisfactory performance you'll really like. Standard Car Truck Company, 332 S. Michigan Avenue, Chicago 4, Illinois.

Specify

BARBER

STABILIZED TRUCKS



Alco All-Purpose Locomotives work in many types of service on the Pennsylvania Railroad.

SPEED, POWER, *Versatility*

...the big three in today's locomotives

Modern railroading demands more in a locomotive than just speed and power.

Needed, too, is versatility—for better utilization.

That's why, back in 1940, Alco introduced a new concept in railroad motive power – the diesel-electric all-purpose road switcher.

Road switchers combine the superior visibility of standard switching units with the speed, tractive effort and riding qualities of road freight-passenger units.

They haul the fastest, heaviest mainline freight and passenger trains. They handle transfer, branch-line and yard-switching assignments. And they're easily adaptable to humping service.

Thus they virtually eliminate idle motive power.

Today, thousands of Alco all-purpose locomotives are cutting costs and boosting efficiency on railroads all over America—further evidence of Alco's *better motive power for greater earning power.*

ALCO AMERICAN

ALCO ALL-PURPOSE LOCOMOTIVES

For Greater Earning Power Through Higher Utilization

Alco All-Purpose Locomotives haul *more tons per train* in fast freight and passenger runs . . . handling all transfer, branch-line and yard-switching assignments . . . permit utilization of 95 per cent or better. And that's only the beginning.

For more "workpower" per locomotive means not only lower operating costs . . . but also lower first costs.

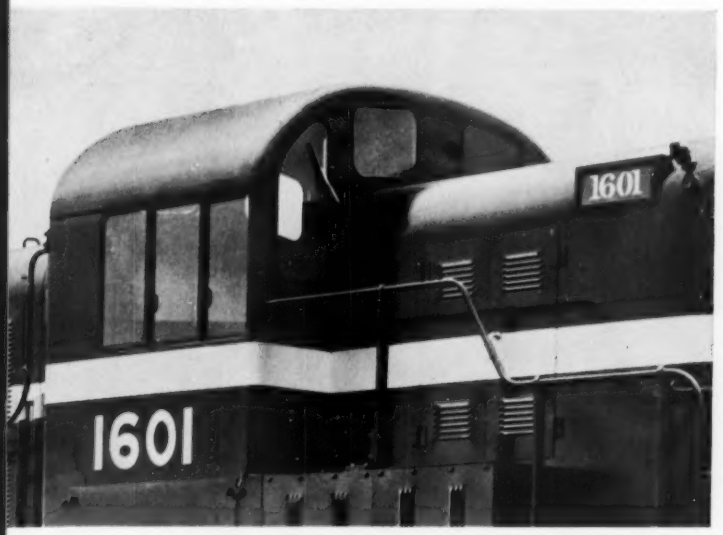
Example: an Alco All-Purpose 1600-hp 4-motor unit will handle, among its many other assignments, essentially the same mainline service as a standard 1600-hp road freight unit — *at a first cost saving of more than $10,000.*

Another point to remember: hauling more tons per train, Alco All-Purpose Locomotives make possible significant savings, per ton hauled, in fuel, maintenance, lubrication, and labor.

Get the complete story on this *better motive power for greater earning power* in terms of your own operations. Call your nearest Alco locomotive representative soon.

Condensed Specifications

	6-MOTOR ALL-PURPOSE UNITS	4-MOTOR ALL-PURPOSE UNITS
Weight	stepped weights from 280,000 lb to 360,000 lb	stepped weights from 240,000 lb to 258,000 lb
Length (inside knuckles)	56 ft 5¾ in.	56 ft 5¾ in.
Height	14 ft 8¼ in.	14 ft 5⅛ in.
Width	10 ft 1⅜ in.	10 ft 0¼ in.
Wheel base	42 ft 3 in.	39 ft 4 in.
Each truck (rigid)	12 ft 6 in.	9 ft 4 in.
Engine	One Model 244 turbosupercharged, 4-cycle, 12-cyl 1600 hp	
Dynamic braking capacity	2900 hp	1900 hp
Trucks	3-axle, 6-wheel	2-axle, 4-wheel
Driving motors	6	4
Wheel diameter	40 in.	40 in.
Maximum speed	65 mph	92 mph
Continuous tractive effort (65 mph gearing)	79,500 lb	53,000 lb
Starting tractive effort (25% adhesion)	70,000 lb to 90,000 lb depending on weight	60,000 lb to 64,500 lb depending on weight



EXCEPTIONAL VISIBILITY combined with high tractive effort and full horsepower at high speeds makes Alco 4-motor and 6-motor All-Purpose Locomotives *the most versatile motive power on the rails today.*

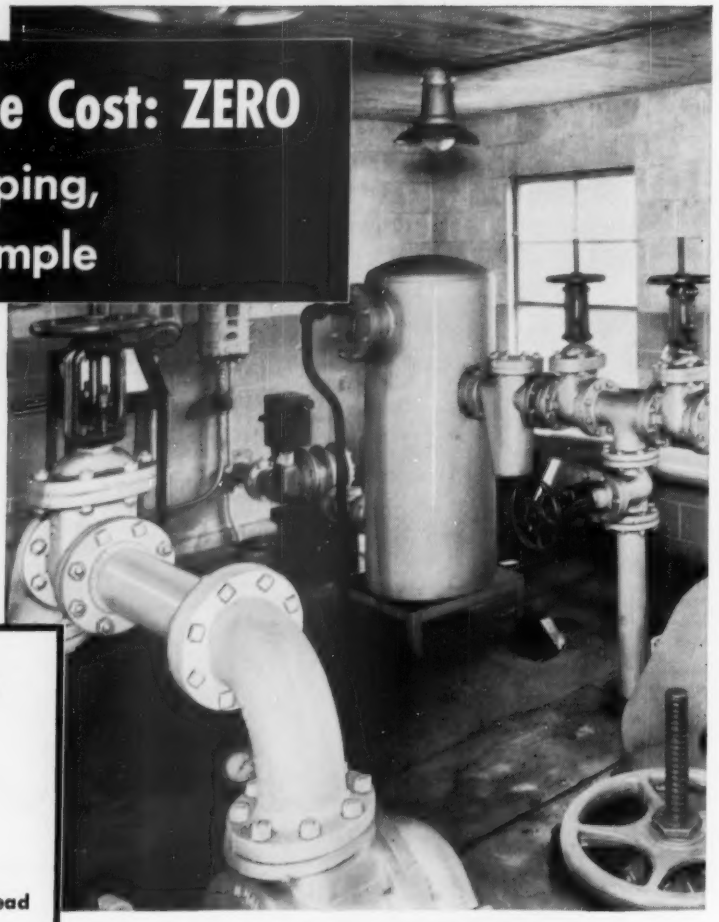
Special Features of Alco All-Purpose Locomotives

- **FULL-RATED HORSEPOWER at high speeds and at standard altitude conditions up to 5,000 ft — for faster schedules, heavier payloads.**
- **4-CYCLE TURBOCHARGED ENGINE — for greater fuel economy, better scavenging, better cooling of valves and valve seats.**
- **MAXIMUM SPEEDS up to 92 mph.**
- **HIGH-CAPACITY DYNAMIC BRAKING — automatically controlled — for greater speed control on flat terrain, greater holding power on grades (optional).**
- **SUPERIOR TRACTION MOTORS for higher continuous tractive effort . . . 53,000 lb for 4-motor, 79,500 lb for 6-motor with 65 mph gearing.**

LOCOMOTIVE COMPANY

Sales and Service Offices in Principal Cities

Valve Maintenance Cost: ZERO
...on fuel oil piping, for example



The Installation

At North End Yard, The Cincinnati Union Terminal Railroad, using Crane steel valves and fittings throughout diesel fuel receiving and filling system. Working pressure, 40 pounds.

Valve Service Ratings

SUITABILITY:
Doing the job as intended

FEATURES:
Exelloy seating

MAINTENANCE COST:
Zero

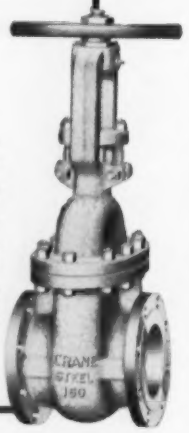
SERVICE LIFE:
Installed 1948—Shows long life ahead

OPERATING RESULTS:
Low-cost, trouble-free fueling

AVAILABILITY:
Crane catalog item—No. 47X

The Valve

150-Pound Steel Gate—with its exceptional performance assured by Crane quality design . . . by Crane pioneering skill in steel casting . . . and the high adaptability of Crane Exelloy trim for oil services. Sizes 2 to 24 in.; screwed, flanged, or welding ends. See your Crane Catalog, or ask your Crane Representative.



The Case History

Not until the terminal's engineers were convinced of its dependability and low-cost maintenance was any equipment bought for this project. Many similar systems were studied for the best means of assuring utmost economy of operation. The installation was made in 1948 . . . with welded piping where practical, using Crane materials exclusively—steel fittings, check valves, and No. 47X, 150-Pound steel gate valves.

More than 5 years later the terminal reports: Piping system operation entirely satisfactory; maintenance cost to date: zero. Further result: Crane valves have earned top consideration for proposed extension of system. The terminal knows the value of thrifty buying—quality always outweighs price-tag savings.

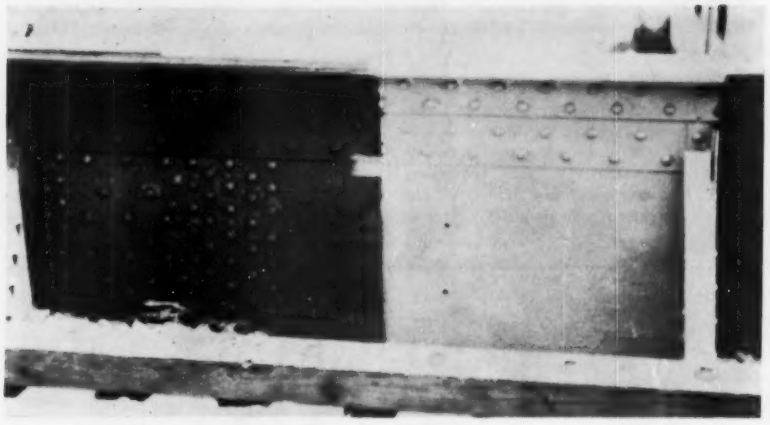
THE BETTER QUALITY...BIGGER VALUE LINE...IN BRASS, STEEL, IRON

CRANE VALVES

CRANE CO., *General Offices:* 836 S. Michigan Ave., Chicago 5, Illinois
Branches and Wholesalers Serving All Industrial Areas

VALVES • FITTINGS • PIPE • PLUMBING • HEATING

What's New in Products



Turco-treated section of bridge girder (right).

New Process Removes Paint Chemically

Two new spray-on phosphating materials for cleaning old paint from railroad bridges and depositing a light coating to form a bond between the metal and new paint have been announced recently by Turco Products, Inc., Los Angeles. The new process, using Turcoat 3420 or Turco W.O. No. 1, is said to eliminate many common disadvantages of sandblasting, and is of particular advantage at locations where sandblasting is not possible. The manufacturer claims that the new method cleans the surfaces of old paint and removes rust from under the paint.

Field use of the process employs a dual-purpose, high-pressure portable machine that generates up to 300 gal of water per hour. The water is heated to 180 deg F, and is used at 250 psi pressure •

Extinguisher Car

A new 1,000-gal extinguisher car which provides high pressure water jets for use on small widely scattered fires resulting from weed-burner operations has been developed by the Woolery Machine Company, Minneapolis. This car is equipped with a centrifual type pump of all-bronze construction capable of discharging water at 1,200 gal per min. at 80-lb pressure. An adjustable pressure regulating valve is also supplied with a range of 0 to 100 lb. The nozzles are of the trigger type whose quick action is said to conserve water. Hose equipment consists of one 50-ft and two 10-ft sections. The 50-ft section is equipped with a large nozzle.

The 1,000-gal tank is mounted on a 6-in. channel chassis with 2½-in. ball bearing axles and 20-in. Griffin chilled-face car wheels. The car is equipped with 4-wheel, lever-operated brakes. Power is supplied by a 4-hp air-cooled engine •

Rectifier-Type Welder

A 400-amp, three-phase d-c rectifier-type welder with a 60 per cent duty cycle has been announced by the General Electric Company's Welding Department, Schenectady 5, N. Y.

The new welder Type WR40A can be equipped to operate on two-phase power and has a current welding range of 70 to 500 amp. It can be utilized with a variety of electrode sizes for repair, maintenance, and construction work.

According to the manufacturer, the selenium rectifier welder makes it easy for operators to achieve current adjustments by means of a stepless current control. Quiet operation is a feature of the welder, and maintenance is simplified since the unit's pieces are easily removed.

Instant arc starting is said to be assured since there is no inductive time lag as usually found in motor-generator sets. Class H (silicone) insulation gives extra protection against high temperatures and is moisture, fume, and chemical resistant.

To further protect the coils and cool the rectifier stacks, a reversible 14-in. forced-draft fan, rated for continuous service, provides ventilation and prevents hot spots. The life of rectifier stacks can be prolonged by the self-

cleaning action obtained through reversing fan operation periodically.

The welder is operable on 220/440 volts reconnectable to either voltage. It is also available with full-time arc force control which minimizes popouts and freezing-in.

The unit is 35-in. wide, 26-in. deep 47-in. high overall, and weighs 660 lb. •

Timetable Rack Adaptable To Many Locations

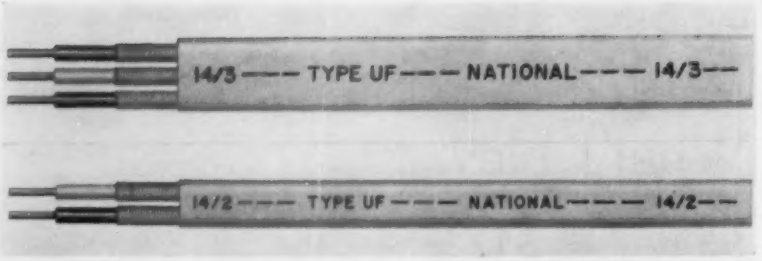
Halverson Specialty Sales, 1219 West Chestnut st., Chicago 22, is now marketing a display rack made especially for train schedules and literature of similar size.

The manufacturer states that it is designed to fill "the increasing need" for a small-size rack, good-looking enough to fit the decor of new and remodeled hotel lobbies, travel bureaus, railroad stations, etc.

Although requiring little floor space —27½ in. by 15 in.—this 36-in.-high rack has 10 tiers with a capacity of over 60 different publications. Each tier has a 6¼-in. front with a 9¼-in. back, and is specially tilted backward to prevent literature from overhanging •

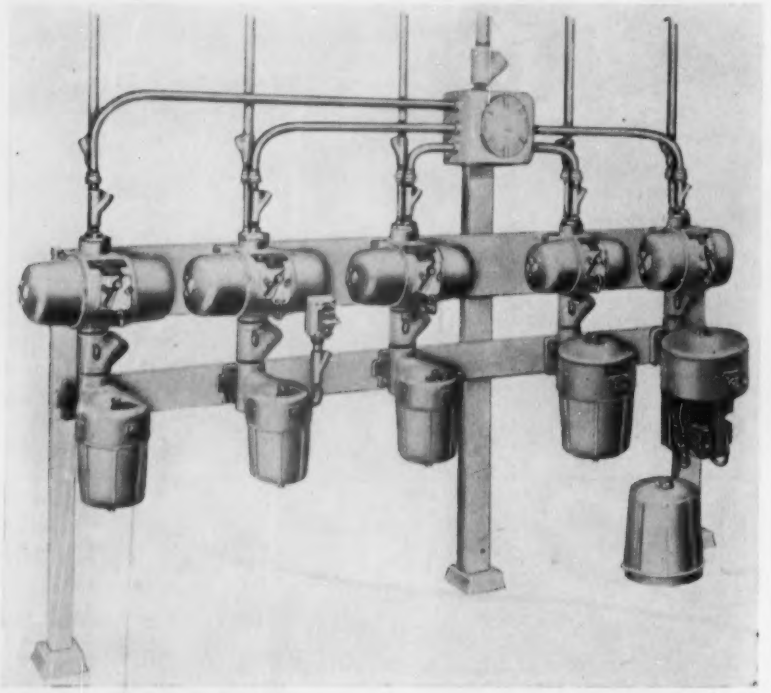
Underground Feeder Cable

Type UF (underground feeder) electrical cable has been introduced by the National Electric Products Corporation, Pittsburgh. Called Nepconol, the new product is suitable for direct burial underground. Available in single conductor in sizes 14 through 4, the standard color is black. In two-conductor, with or without ground wire, and three-conductor, it is available in sizes 14 through 10 for branch circuit and feeder services; the standard



color is ivory. Installation of underground feeder circuits eliminates overhead wiring hazards.

UF cable is said to be highly resistant to elements in the soil, including moisture, acids and oils, which might damage electrical distribution systems. Tough thermoplastic, used as insulation for the conductors and as a jacket for the cable, also gives the cable damage-resistant characteristics. The cable is strengthened by fiber glass members which separate the conductor insulation from the cable jacket •



Circuit Breakers Have Their Own Enclosures

A complete new line of explosion-proof, dust-tight, rain-tight circuit breaker, motor starter, and line starter combination enclosures has been announced by the Appleton Electric Company, Chicago. The enclosures (trade name Appleton Unilets) carry U.L. (Underwriters Laboratories) approval, and with a new sealing Unilet, may be joined in combination to meet U.L. requirements in certain sizes.

Each component Unilet for circuit breaker, motor starter, and seal possesses full seven-thread engagement at the coupling joints as well as on the bolt-free covers. Safe entrance to individual motor starters for maintenance work is assured in both single and banked combinations in hazardous areas without shutting off other branch circuits. No live circuit breaker wires are exposed while the motor starter enclosure is open on a line starter combination.

Other features include U.L. approval on banked circuit breaker Unilets up to groups of three for Forms 1 and 2; lightweight construction for easy installation without use of heavy lift equipment, standardized mounting for inter-changeability of most well-known makes of circuit breakers and motor starters in certain sizes; simplified straight-through wiring; hub adaptors which permit use of oversize conduit and conductors; and streamlined push-button and pilot-duty control.

The line covers all breaker-starter control equipment of leading firms rated to 225-amp breaker loads and to 100 hp on three-phase induction motors at 600 volts maximum •

why men who know carrier use

AUTOMATIC ELECTRIC'S

Follow-thru Engineering

If you're like most communications men, you know the many uses and advantages of carrier circuits. But chances are you'll never have need to make as thorough a study of carrier equipment as our carrier engineering specialists. That's why . . . when planning new carrier . . . so many communications men rely upon Automatic Electric's *Follow-Thru Engineering*. Here's what this cost-cutting service means to you . . .

Preliminary engineering is the first step. The day you start thinking about carrier is a good day to call on Automatic Electric! We'll work with your engineers, right on the job, and give you a complete *over-all* carrier plan. You save because of the economies that result from long-range planning.

We follow through with engineered recommendations. We'll recommend correct carrier equipment for each specific part of your over-all plan—and show you *why* it is recommended! If existing equipment must be changed, we'll suggest your most economical moves. And when your carrier is to be installed, we'll give your communication engineer any needed assistance.

Carrier engineering for life! Automatic Electric engineering service is available throughout the life of your Lenkurt equipment. When carrier re-arrangement or expansion is required, the same concrete help is on call to adapt your Lenkurt equipment to changing needs.

Men who know carrier buy Lenkurt! From coast to coast, communications men have multiplied circuits at minimum cost by using Lenkurt Carrier. This standardized, flexible, top-quality equipment is available in a complete range of systems to meet any of your carrier requirements. A letter or call will bring complete facts or an Automatic Electric engineer to your desk.

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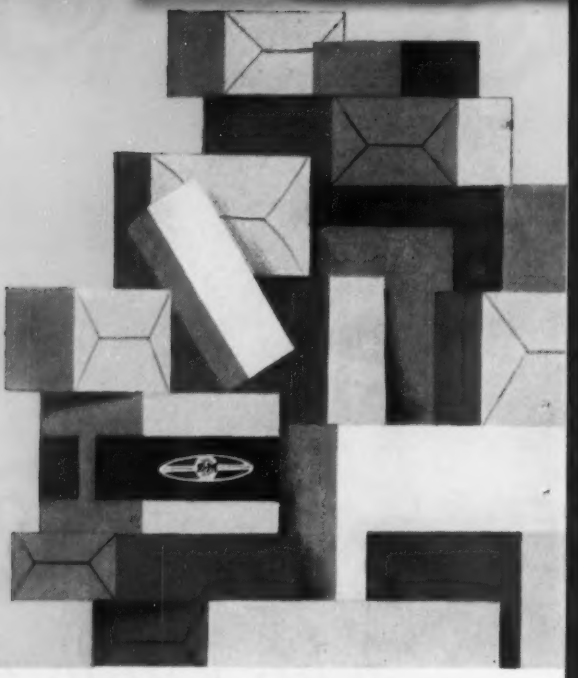


FOR A

HANDFUL

OR A

CARLOAD

YOU PAY THE SAME LOW UNIT PRICE

When you buy General Motors Diesel Locomotive parts from Electro-Motive you pay the same low price regardless of quantity.

This means you get *retail* deliveries at *wholesale* prices.

And because you pay a single price regardless of volume there's no need to tie up capital in excess stocks. And you avoid risking the loss of a good share of your investment through deterioration of parts in storage.

This price policy is just one more reason why it pays to buy genuine Electro-Motive parts. When you do you also get:

Full Warranty—100,000 miles or one year's service, whichever occurs first, from date of installation.

Continuing Improvements Applicable to Old Models—For example, new alloy-tipped contactors and relays, maintenance-free for 6 years.

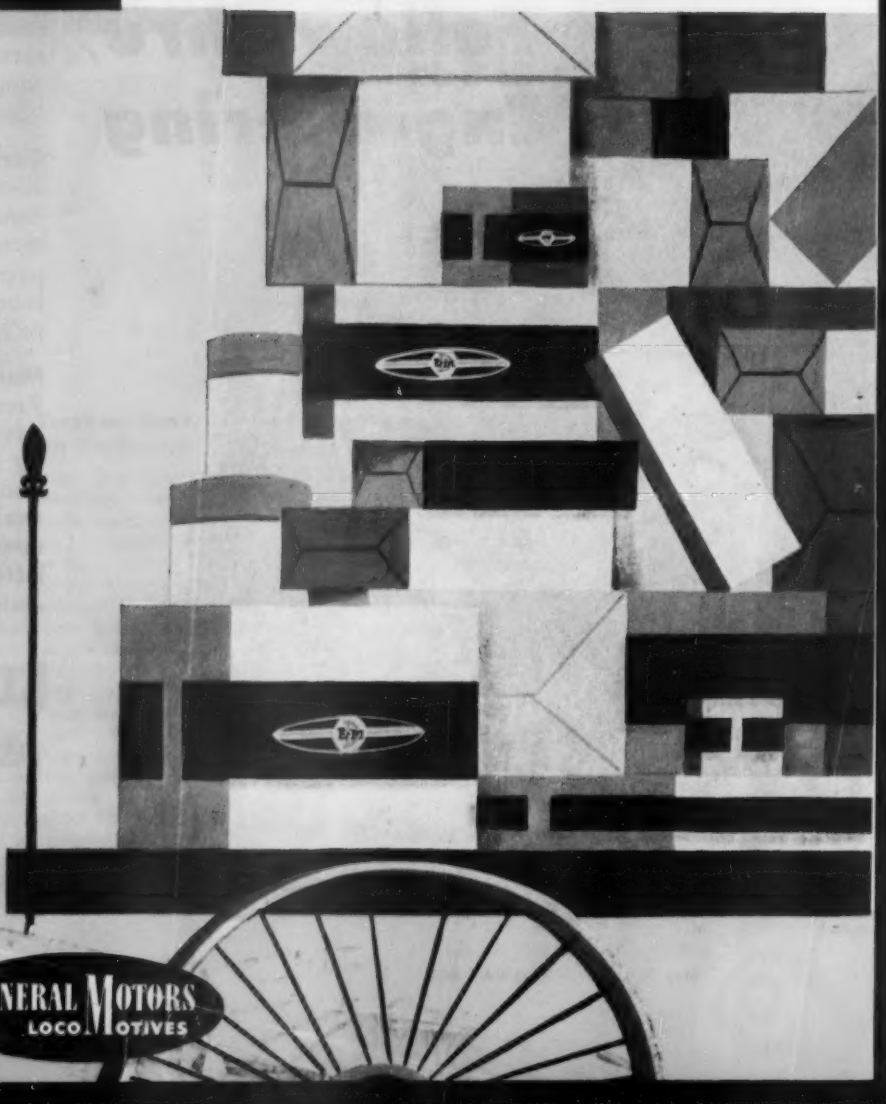
Less Paper Work—Electro-Motive stocks more than 35,000 different parts. One purchase order can cover.

Fast Delivery—Short lead time on orders. 24-hour delivery in emergencies.

For full details, call your Electro-Motive Representative or write:

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

La Grange, Illinois • Home of the Diesel Locomotive



GENERAL MOTORS LOCOMOTIVES

The Big Problem—How to Get Really Competitive

The recommitment in the Senate of the "time-lag" bill—coming right on top of the approval by Congress of the St. Lawrence Seaway—certainly shows that the efforts of the railways to win public understanding of their situation have been insufficient. The fact that the "time-lag" bill, permitting prompt adjustment of rates when inflationary increases in operating costs occur, was recommitted by a margin of only two votes suggests that only a little more educational effort quite likely might have saved it.

When it is possible for interests in and around the railroads to find the resources to publicize, as they have, their conflicting opinions about the administration of a single railroad system—surely it should not be impossible for the industry as a whole to command the means to awaken the public's selfish interest in taking the legislative steps necessary to assure high-quality railroad service.

The failure of the "time-lag" bill also raises a serious question as to the effectiveness of the "one bill at a time" method of getting remedial regulatory legislation. This procedure is defended by able and sincere railroad people, but the final measure of the wisdom of any plan of action is the results obtained. As far as arousing public understanding is concerned, would it not probably be easier to secure such understanding regarding over-regulation in its entirety, rather than the details of one of its fractional aspects?

In other words, the anachronism of horse-and-buggy regulation (which includes time-lag, the long-and-short-haul clause, the overnicety of rate relationships, and so on) would probably be an easier concept for public and legislators to grasp than the intricate details of any one of these measures. If the concept as a whole were understood, the details should take care of themselves.

Anyhow, some change in approach ought to be considered—some method of getting more "grass roots" support for the railroads' able legislative people in Washington. It might be a healthy change for railroad people themselves, if they would try to conceive their problem of government relations as a whole rather than in so much detail. This problem can be summed up in a few words: *how to make the railroads truly competitive.* The railroads have so much technological and economic superiority for most transportation jobs that—given the right to compete—they could grow and prosper with the most lusty of the country's new industries. But competition makes it imperative that the competitor, if he is going to thrive or even survive, should stick to the jobs that he can do efficiently, and leave strictly alone the business that others can handle more economically.

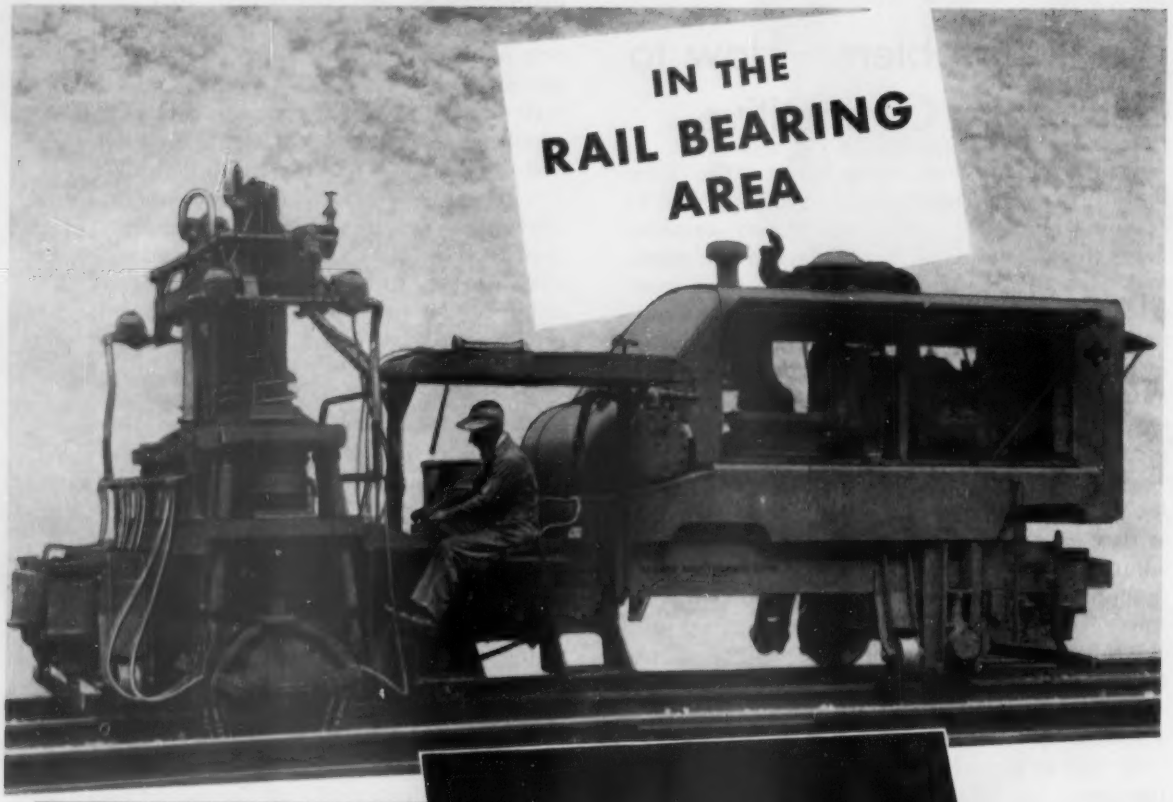
It is the very essence of competition that specific prices charged cannot go much higher than the cost of producing specific goods or services—because, where prices leave excessive profit margins, the business is soon overrun by newcomers. Since a successful competitor is not going to be allowed by his competitors to earn an excessive profit margin, even on the business he can handle economically, it follows that he has no "cushion" of profits which enable him to provide a lot of services that he is poorly equipped to handle, and which lose him money.

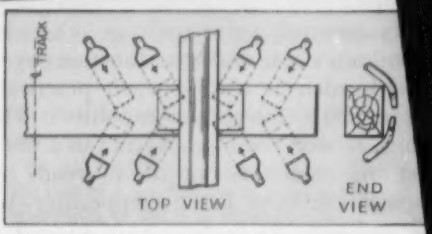
With a monopoly, it is entirely different. There are inevitably a lot of customers of a monopoly who are willing to pay several times the cost of a monopoly product rather than do without it. If the monopoly can collect a handsome margin on a lot of its business, it can afford to produce many things at less than cost—and still earn enough overall to stay in business. The trouble with the railroads is that they are still saddled with practically all the money-losing services that they assumed, voluntarily or otherwise, in their monopoly days; and that they are trying to carry this burden at a time when practically all of their traffic is intensely competitive. This isn't working. It won't work; and it can't work.

Neither the regulators nor the railroads can keep transportation from being competitive—unless private and contract carriers were to be outlawed. But railroads, either by lack of initiative or by regulatory restraint, can all too easily be made ineffective competitors. That is, they can be deprived of an opportunity to go price-wise after profitable business. And they can be so burdened with inequitable restraints and requirements to maintain unremunerative services (e.g., commuter trains, lightly patronized stations, excess crews, or free transportation for politicians) that their earnings from the profitable part of their business are cancelled out.

Isn't the foregoing, really, the essence of "the railroad problem"—and is this concept one that is so involved that people of average intelligence could not grasp it, if it were plainly and repeatedly presented?

MAXIMUM COMPACTION





All tamping tools are mounted at an angle of 30° towards the rail. Tamping action forces the tools under the tie, assuring maximum compaction in the rail bearing area under the tie.

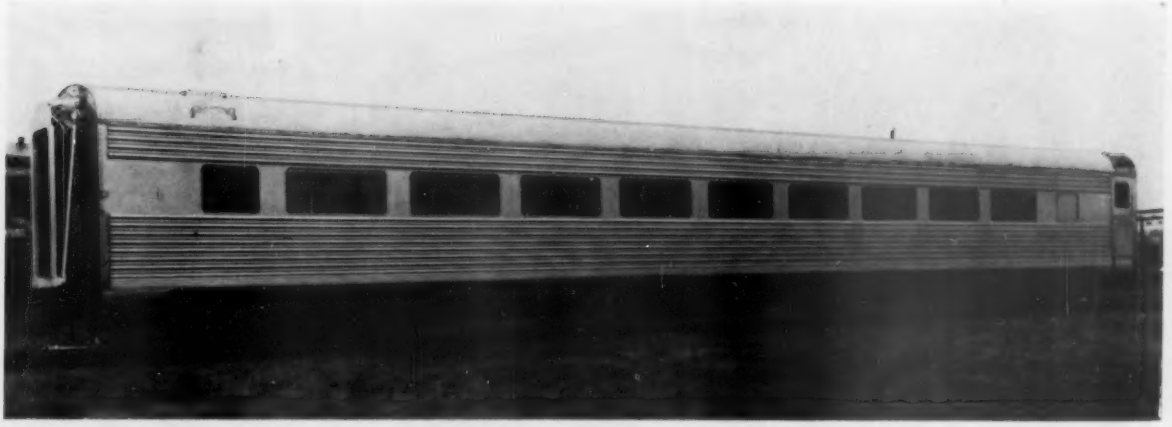
McWilliams TIE TAMPER

Typical five day operation (24 ties per rail, 2½" stone, 4" to 5" raise) showed average speed of 585' per hour, with speeds up to 620' per hour. McWilliams Air Tie Tamper is particularly efficient on low raises and spot surfacing. Ability to tamp under each rail individually, a great advantage in spot surfacing and picking up low joints.

Railway Maintenance Corporation

PITTSBURGH 30, PA.

DESIGNERS AND MANUFACTURERS OF: McWILLIAMS MOLE AND SUPER MOLE . . . McWILLIAMS TIE TAMPER, CRIB CLEANER AND BALLAST DISTRIBUTOR . . . R. M. C. TIEMASTER



First P-S stainless steel coach ready for application of Katy stencil.

HERE IS PULLMAN-STANDARD'S

New Stainless-Steel Passenger Car

A coach, sold to Katy, uses this material for structural parts above the underframe—Body frame is arc welded

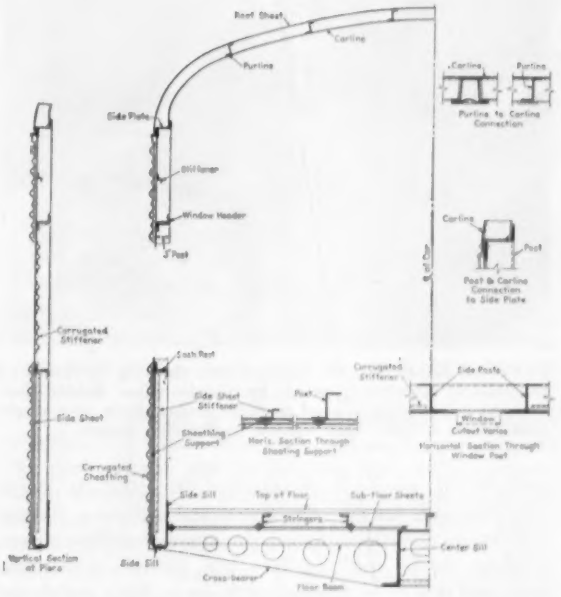
A passenger-car design, utilizing stainless steel as the principal structural material, has been added by Pullman-Standard Car Manufacturing Company to its present low-alloy, high-tensile steel and aluminum-alloy designs. Stainless steel was first applied by Pullman-Standard as exterior sheathing to passenger cars in 1936. Its use was subsequently extended to all exterior surfaces and recently to the entire superstructure of an 85-ft, 72-passenger coach, sold to the Katy as reported in *Railway Age* April 19.

Method of Construction

A structure made up of extra high-strength stainless-steel members of relatively thin gage requires assembly by either spot welding or riveting with gussets of wide flanges at juncture points to provide sufficient area for attachment. Since, at many places, car design is determined by stiffness rather than strength, extra material also is required, such as stiffening flanges on posts. As a result of extensive tests and design studies, Pullman-Standard engineers concluded that a structure of this type requires such a large number of gussets and splice plates, when extra high-strength stainless steel (over 90,000 psi yield point) is used in thin sections, that the resultant side frame would be as heavy as this company's conventional low-alloy steel frame.

Pullman-Standard tests also showed that stainless steel of 60,000 to 80,000 psi yield strength can be satisfactorily arc welded, with high ductility, retaining a minimum yield point after welding of 55,000 psi. Test specimens of stainless steel welded to low-alloy steel failed only in the parent metal.

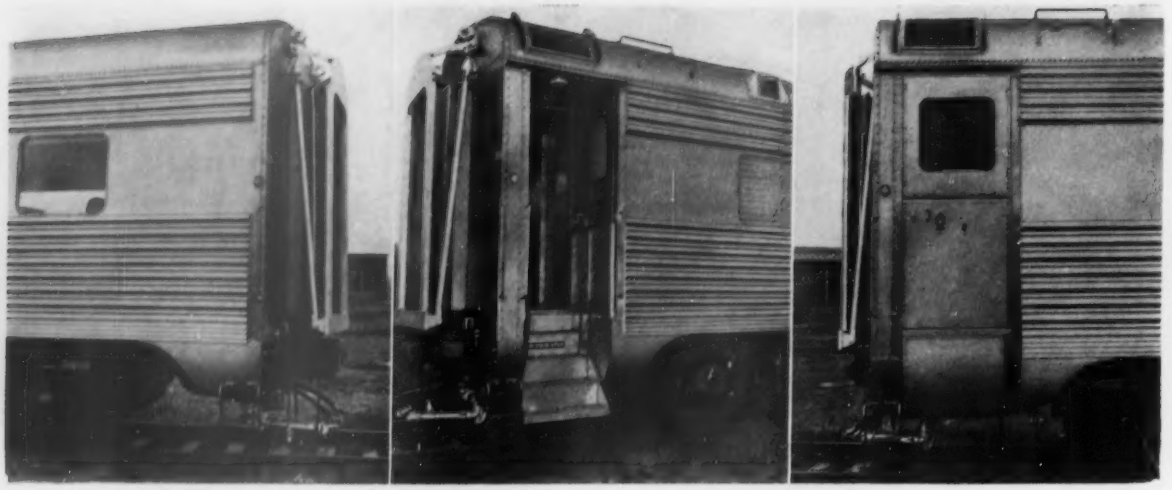
As a result of extensive welding research and tests,



Cross section of P-S stainless steel car with girder-type side frames and corrugated sheathing. The center sill, cross-bearers and crossbeams are low-alloy, high-strength steel.

Pullman designers reached the conclusion that the best stainless-steel structure was essentially that of a design this builder has followed in the construction of its low-alloy cars, used on over 6,000 cars now in service.

All superstructure members of the new car and parts of the underframe are of stainless steel except the main end posts and related antitelescoping plate at the dummy



DETAILS OF CONSTRUCTION: (left to right) Blind end; vestibule end with door open and steps down; and vestibule end with door closed and step closure raised.

TYPICAL SIDE FRAME construction showing vertical and horizontal members joined by single fillet welds. Submerged arc welding is used to unite girder sheets in a single unit which is then spot welded to the side frame.

end. Major members of stainless steel include inside side sills, side frames, side sheets and stiffeners, fluting, end frames and sheets, floor stringers, arched floor sheets, subfloor sheets, roof, carlines and purlines, vestibules, steps and step wells, vestibule side doors, body end doors, sash supports, and welded inside finish supports.

Certain parts of the underframe, as well as the main end posts and antitelescoping member at the dummy end, are of low-alloy steel. The builder's engineers believe that this results in a better structure than one using stainless steel. Junctures of stainless steel and low-alloy steel which might be considered subject to electrolytic action are out in the open where adequate protection can be applied.

The superstructure includes side frames of longitudinal angles and zees, arc welded to zee posts and forming an integral unit. The girder sheets consist of a number of sheets, submerged-arc welded into a single unit and spot welded to the frame. The roof, consisting of abutting sheets arc welded to carlines, retains a smooth, readily cleanable contour.

Maintenance Characteristics

While the Katy stainless-steel coach was built of low-nickel high-manganese material (because of government restrictions on the use of nickel), future cars will use 17-7 stainless, when available, for structural members. In either case, the physical properties are similar, with a yield strength specified as 60,000 to 80,000 psi. There is a minor drop in the strength at welds, but with the proper welding rod the minimum yield point will meet all design requirements and corrosion resistance is not impaired.

Necessary repairs to any parts of these cars can be made with arc-welding equipment found in most railroad shops. A major repair to the side of the car can be handled completely from the outside without removing the interior finish and appurtenances. The horizontal and vertical framing zees are arc-welded in place and sheets can be applied to these zees by seam-welding and plug-welding, all accomplished from outside.

Cost and Weight

The cost of the Pullman-Standard stainless-steel car will be competitive with that of other cars built of this material. Since the general design follows that of present lightweight, low-alloy, high-tensile-steel cars built by this company, shop tools, dies, jigs and fixtures are already developed and available for immediate production of the new car.

The first P-S stainless-steel car delivered to the Katy has a scale weight of 130,600 lb, which is comparable with the weight of other coaches of essentially the same floor plan and recently built to utilize modern materials and lightweight designs.

Why Keep So Many Records?

About 50 per cent of all filed paper can be destroyed—Half of the rest can be moved from offices to readily available but less costly space

ARTHUR BARCAN
Vice-President
and R. A. SCHIFF
Executive Director
National Records Management Council

AN "OLD STYLE" record storage set up.

Most companies in the United States are wasting 65 cents out of every dollar spent for record keeping. The cost for filing equipment alone is well over $140 million. With the volume of paperwork still rising, the files in all these cabinets are now enough to fill about 34,700 40-ft box cars. The National Records Management Council, a non-profit corporation, has conducted research and installed record control programs in numerous industrial companies and government agencies throughout the country. From these installations has come a consistent pattern for "records turnover": at least 65 per cent of all the records in an organization can either be destroyed or transferred to low-cost storage.

Incidentally, it may be surprising to businessmen, but it's true, that there is no difference between the amount of record keeping in private industry and in government agencies. The explanation is simple. Where organizations are large, people tend to be more formal and tend to communicate in writing—hence the cycle of big companies and big paperwork.

Until recently, regulated companies like public utilities and railroads have had the best excuse in the world for limited action in the records management field; namely, the records retention schedule of a regulatory commission. Some recent work in the public utility field, however, has destroyed this convenient excuse. Now even regulated companies can apply the "records turnover" test along with other proved standards for controlled record keeping.

Here are some positive steps toward controlled record keeping in regulated companies like railroads:

1. *Use the Interstate Commerce Commission options as well as the restrictions.* The most spectacular example is the *ICC retention clause* which ranges from "permanent" to "two years" for details on property records. Thus, payrolls and material distribution sheets need to be retained permanently *except* when full details are transcribed into other permanent records. In practice, these data frequently are maintained in summary or detail form on a whole series of records—time cards to time vouchers; or job tickets to payroll work sheets to payroll registers to job cost cards, etc. By designating only one or two of these records for retention, installations have been able to reveal hundreds of cubic feet of records, now kept, that can be destroyed today.

Another example might be the mushrooming category of tabulating cards. How many railroads have followed the commission's suit in lumping all tabulating cards under one retention period? Actually, these cards are no more a category of records than are "visible cards" or "strip files." There are detail and summary cards, cards that are "recapped" on tabulated runs and others that are maintained as a "deck of current values, properties or personnel." Each type of record may be bulky and is worthy of a tight, effective retention schedule. One- to five-year retention of all tabulating cards muffs an excellent opportunity to "clean house." Cleaning house by controlled record keeping almost always means cancelling file equipment purchases for from three to five years.

2. *Use a schedule tailor-made to your own needs.* No company would consider a blanket use of someone else's property or personnel forms. Yet, the tendency to apply a "canned records schedule" seems overwhelming.

NEW RECORDS CENTER, complete with plug-in telephone for interdepartmental communication.

In addition to outside legal requirements, the governing factor should be the company's own experience, determined by detailed analysis of actual use of records. In lieu of such analysis, which is offered by controlled record keeping, a railroad often prefers to adopt the current "party line." Equally ineffective is the practice of relying on when the record was *used last* rather than *how often* it was used for preceding months and years. The latter provides a sound basis for management decision.

3. *Use qualified, not quantity, assistance in straightening out your record keeping set-up.* A committee composed of representatives of various departments in most companies is given the job of coming up with a records retention schedule. Generally, this approach is far from effective. Each representative may feel perfectly competent to decide on his own records. But it upsets the unwritten rule to comment strongly on other departments' practices. Equally limiting is the fact that a man's service on a committee is a part-time job. No one on the committee has the time to highlight these significant facts and figures on each type of record—how much is there; where is it filed; what kind of equipment is being used; at what time is it being transferred out of the office, etc. With such basic information, a railroad can install an effective retention schedule.

4. *Apply new standards and techniques for record storage.* Controlled record keeping has come to signify low-cost and prompt reference service.

(a) **Space utilization** for records is best impressed in a ratio of cubic feet of records to square feet of space. Here are some current good standards: Records in office—1:1 (one cu ft of records to one sq ft of space); records in new-type records center—4 or 5:1. New techniques now insure cutting space requirements by at least half.

(b) **Equipment costs** for records in the usual storage area run between $2 to $4 a cu ft (purchase price), or about $3 to $6 per file drawer. The new type records center should be able to maintain a cubic foot of records for only 83 cents. In addition, in such installations, the company usually saves $10 on every cubic foot of records transferred from the office to the records center.

(c) **Reference service** is a key factor in controlled record keeping. Having the records center "as close as your phone" is not only economical but encourages earlier transfer of records out of the office. Indexed controls for speedy location and "plug-in" telephone for quick response without need for "call-backs" make this type of record center economically feasible. We have found that a good proportion of the reference requests are to verify names, dates, etc. Thus, the telephone eliminates heavy messenger traffic. Needless to say, a record center so equipped also reduces the amount of material pulled from and returned to files.

Who Has a Problem?

Somebody has defined decentralization of records as handing the letter over to some secretary and then hoping she finds it again when he calls for it. Obviously, these things happen in most organizations. That is why the country's record keeping is only 25-35 per cent efficient.

Poor record keeping is very expensive. It encourages long retention periods in the office with resulting high equipment and space costs. It should be axiomatic that if a record is worth keeping at all, it is worth knowing where it is and how it is protected against fire, water or vermin. This is particularly so when records centers can now do all this for less than it usually costs to ignore the records.

A record keeping program is effective when it:

(1) Pinpoints the volume of records, the equipment in which it is housed, and the exact location of each type of record.

(2) Highlights how much is in office and in storage—and why.

(3) Develops a tight records retention schedule for every type of record—and all its copies.

(4) Analyzes the actual use made of each type of record by year to help in revising schedules.

(5) Maintains a continuing procedure, rather than a "blitz," for moving records from office to storage and on to the wastepaper dealer.

(6) Provides a low-cost records center for storage, a lid on new filing equipment purchases, and an effective review of all microfilming.

Controlled record keeping now has come of age. We now have the research, the experience and the proved results. By a new type of NRMC audit, a company may now know in a matter of days whether it has a records problem at all—and, if so, what to do about it. The audit technique is based on tested standards such as these:

(1) Volume of records versus number of personnel.

(2) Dollar costs for records in offices, storage and on microfilm.

(3) Volume of space and equipment versus volume of records.

(4) Rate of reference by type of record and age group.

The acid test is what records management can do for you. It has done much for many of the country's largest companies.

BALLAST CLEANING will be carried out on 2,100 miles of track this year, compared with 1,300 miles in 1953.

ON THE NEW YORK CENTRAL . . .

New M/W Policies Bring Results

Extensive revisions in organization and practices emphasize programming, mechanization, and cycle method of conducting maintenance work.

A year is a short time in which to work what amounts to a complete revolution in the maintenance-of-way practices of a major railroad, but on the New York Central system such a revolution has actually taken place in less than a year. Although the process didn't get under way until February 1953, the basic strategy had not only been accomplished by the year's end but was already producing important results in the form of more work accomplished for less money.

What has happened in the maintenance-of-way department of the NYC is not in any sense the result of an effort to get quick results without regard to future consequences. It has been brought about rather by fundamental changes in the organization of the department in accordance with a plan which, while not overlooking the need for immediate savings, was conceived with long-range objectives uppermost in mind Briefly, these objectives are to bring property-maintenance activities under a system of scientific control to the end that available funds will be expended for programmed work rather than being frittered away to a considerable extent in making repairs to weak spots—"putting out fires" as the practice is called on the Central.

There are various ways in which the new system is calculated to effect savings. However, the conduct of maintenance work on a cyclical basis comprises a major aspect of the new policy. What this means is that cycles are established for the heavy track-maintenance tasks so that, for a given section of track, each of them is performed at specified intervals on an "out-of-face" basis. One of the reasons that the Central leans to this system is the conviction that it is the most effective use of mechanized equipment.

The road's experience in 1953 is perhaps indicative of what might be expected in this direction. As the groundwork for putting the cycle method into practice the road acquired and put into service a large amount of mechanized equipment for surfacing track and renewing ties. In that year it raised and surfaced a total of 1,900 miles of track, using mechanical tampers. In 1952 mechanical tampers were used on only 900 miles of track. (In 1954 the road plans to raise and surface 3,650 miles of track and almost all of this work will be done with mechanical tampers.) Tie renewals in 1953 were up 200,000 ties as compared with the previous year, and rail renewals were about the same. In the face of the greatly enlarged overall M/W program last year the road's total expenditure for maintenance-of-way work were down $3,700,000, an

FAR-REACHING CHANGES in the maintenance-of-way policies and practices of the New York Central System have been placed in effect since Mr. Hiltz became chief engineer maintenance of way February 1, 1953.

MAINTENANCE MACHINES OF THE FUTURE

"If candy manufacturers can have machines that automatically mix, dip, cut, wrap and pack their products, the railroad industry can have a machine that will automatically remove the spikes from an old tie, eject it, insert a new tie and spike it to the proper gage. We have many machines today to do these various individual operations and they do them well and with great economy over former methods . . . . We need automatic welding and grinding machines to build up rail ends and driver burns. We must have lining machines which can line track automatically with rapidity and a fine degree of accuracy. We will require devices to deliver ties and ballast automatically at the locations needed and in the quantities desired. We should have all equipment constructed so that the operations can be performed regardless of weather conditions . . . . Fantastic or not, it is my considered opinion that we must have machines of this type if we are to continue to adequately maintain our properties."

—From an address by Mr. Hiltz at the Maintenance of Way Club of Chicago, April 26.

accomplishment attributed in no small part to the more intensive and effective use of maintenance of way machines.

The Man Behind the New Policies

February 1, 1953—the date when this revolution was inaugurated—is the day on which John P. Hiltz, Jr., took over the job of chief engineer maintenance of way of the Central. A calm, unhurried young man —he was 42 years old then—Mr. Hiltz gives the impression of having a complete grasp of the difficult and complex problems facing him. There are doubtless various reasons for his self-confidence, but certainly a fair share of it can be traced to his years of experience and training on the Pennsylvania and the Lackawanna, particularly the latter.

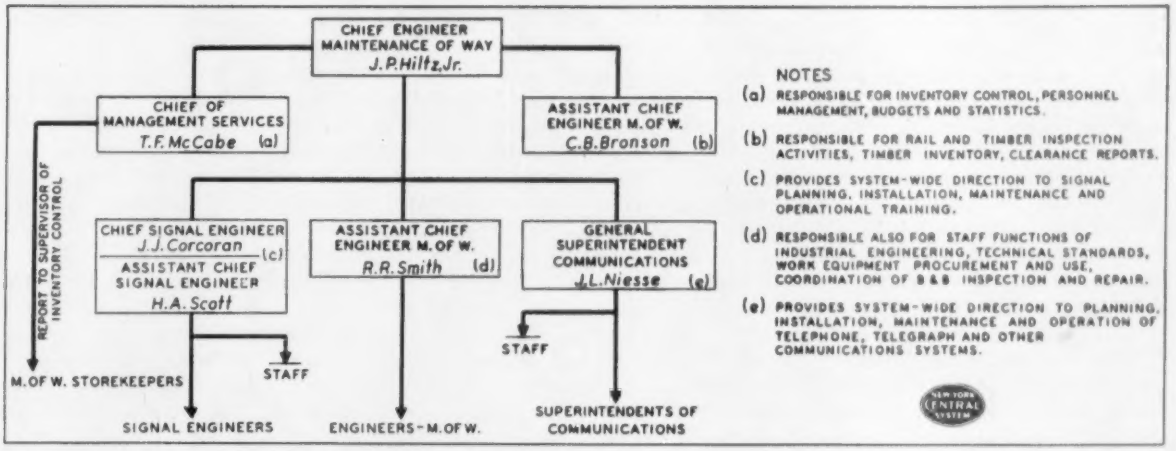
Mr. Hiltz started his career in maintenance-of-way engineering on the Pennsylvania and was serving as a supervisor of track on the Long Island (then a subsidiary of the PRR) when his work drew the attention of George A. Phillips, chief engineer of the Lackawanna. Years previously Mr. Phillips had himself reorganized the maintenance-of-way activities of the Lackawanna, and through the introduction of advanced practices, including the so-called "detour" system of conducting heavy track-maintenance operations, had brought that road's maintenance ratio down to where it was among the lowest in the country for Class I roads. Needing an engineer of track he hired Mr. Hiltz for the job on March 15, 1945, and later promoted him to engineer maintenance of way. In that capacity, and in association with Mr. Phillips, Mr. Hiltz helped to conceive and develop into a fine art the practice of programming and scheduling heavy track-maintenance operations on an annual basis. It was also during this period that he became convinced of the advantages of the cyclical method of performing these operations.

As president of the Lackawanna at that time, William White closely watched the performance of the maintenance-of-way department. After becoming president of the New York Central in August 1952, Mr. White became convinced that much could be done to improve that road's maintenance performance, and it was only natural that he should hire Mr. Hiltz to undertake the task of putting needed changes into effect.

M/W Chief a New Office

Naming a chief engineer maintenance of way with systemwide authority to formulate standards and policies and put them into effect was in itself a major step. Up until the time Mr. Hiltz was given this post central authority over M/W activities was almost entirely lacking. Such authority as existed was vested in the position of maintenance-of-way assistant to vice-president, but in the final analysis this individual could act only in an advisory capacity. For instance, he could formulate standards of track construction but their acceptance was to a large extent optional with the regional department heads. Also, while he was in some degree responsible for the allocation of materials, the allotment of labor was on a monthly basis and was subject to sharp fluctuations depending on current traffic volume.

Mr. Hiltz' instructions from his new boss were brief and to the point: "Get the work done and save money." His first objective was to establish, in his own office, an organization capable of assuming systemwide au-



TOP DIRECTION of M/W policies on the Central is now set up as shown in this organization chart. Construction activities are handled entirely separately. Note that system direction of matters related to both signal and communications departments is also under the chief engineer maintenance of way.

thority, and then to bring about, in the field, far-reaching organizational changes designed to correct what were considered to be major defects in the existing setup. On the western end of the system, for example, supervision over both M/W activities and construction work on the major operating districts (the Big Four, the Michigan Central and the NYC Lines West of Buffalo) was vested in district engineers who reported on both maintenance-of-way and construction matters to a chief engineer at Chicago.

For maintenance activities this situation was changed by reclassifying the district engineers as engineers maintenance of way and making them responsible directly to the system chief engineer M/W at New York. This had the effect of divorcing these officers entirely from responsibility over construction, thus enabling them to give undivided attention to maintenance matters. Each district engineer M/W is, at the same time, a member of the staff of the district general manager who is kept advised of M/W developments on his territory. Such reorganization was not necessary on the Lines East of Buffalo where a complete separation already existed between maintenance of way and construction.

With these and related changes accomplished and with system authority over M/W matters now vested in a single individual, the effect, in the words of Mr. Hiltz, has been to create a departmental organization in which "great emphasis is placed on interdepartmental coordination headed by regional general managers." A by-product—but an important one—of the reorganization has been the dismantling of a figurative "brick wall" that formerly existed at Buffalo to prevent the flow of ideas between the portions of the system east and west of that point.

Uniform Practices Established

The next step was to establish uniform practices for systemwide application. It was contemplated that these standards would cover work procedures, track construction and materials, equipment and machinery, inspection of structures, etc. However, Mr. Hiltz is by no means a proponent of the practice of issuing arbitrary edicts which allow no latitude of thought or action by district forces. He puts it this way: "If improvement on the (standard) practice is not allowed . . . the ingenuity and resourcefulness of the men in the field will be stifled. If we are to overcome constantly rising costs practices must be constantly improved, and these improvements cannot be accomplished in an armchair."

Thus, while it is recognized by the present regime that so-called "central groups" must reserve some prerogatives to themselves, such as control of budgets, purchasing and the formulation of standards, it is also recognized that these groups "should realize their limitations and delegate all possible authority and responsibility to field supervision as this supervision is conditioned to accept it." This precept explains why the uniform practices now being established, while issued from system headquarters in New York, are formulated only after consultation with the district engineers M/W and their staffs.

Another integral phase of the program was the introduction of a new type of budgetary control and work programming. The previous practice was to allocate materials for maintenance work on an annual basis and then to regulate the amount of work actually performed by varying the amount of labor on a monthly basis. The view of the present regime is that this practice, resulting as it sometimes did in sharp monthly fluctuations in employment, resulted in great inefficiency in the use of such labor as well as disrupting maintenance work.

Annual Budget for Operations

Under the new system all maintenance-of-way operations are budgeted and programmed on an annual basis. When planned early in the year the budget gives full consideration to local conditions of the property as well as the prospects for railway business. One of the unusual features of the budget system is that, when the allocations for a given year have once been established, they are not subject to change with normal fluctuations in railway traffic.

The view on the Central is that this type of budget-

ing has a number of important advantages. It is pointed out, for one thing, that the control permitted over the purchase and delivery of materials assures that they will be available at the right times and places without building up an inflated inventory. Second, the assurance of a relatively fixed work program is conducive to an orderly assignment of the labor force so that workmen of a higher caliber are attracted to the road. By the same token it is held that the work itself may be planned in orderly sequence, permitting both men and machines to be utilized with maximum efficiency.

Tied in directly with the new system of budgeting is a revised method of inventory control designed to keep inventories to a minimum and to correlate deliveries more closely with the work program. With these ends in view, the stores department was placed under the direct control of the maintenance-of-way department by establishing the position of a supervisor of inventory control on the staff of the chief engineer maintenance of way.

This position exercises line authority over the maintenance-of-way storekeepers and acts as a coordinator in that it relates the programs of the engineers maintenance of way to the activities of the purchasing department in acquiring necessary materials to progress authorized program work. The activities of this position are under the supervision of a chief of management services who reports to the chief engineer maintenance of way; similar positions in each of the district offices handle inventory control matters at that level.

Cyclical Method Emphasized

The program to systematize the work procedures relies heavily on the cyclical method of doing work. Take tie renewals, for example. For main-line passenger tracks a tie-renewal cycle of seven years has been established. This means that for a given section of track the ties are renewed out of face at seven-year intervals, all ties being removed that are not expected to last until the next major renewal operation. Hence, no tie renewals are required between the cyclical operations. For secondary main-line tracks and freight tracks the renewal cycle is 8 years, and for important branch lines it is 10 years. Those ties removed that are fit for further service are salvaged for yard tracks and the less important branches, at which locations the use of new ties has been discontinued.

Although the road formerly employed a modified cycle in making rail renewals—in the sense that second-hand rail taken out of high-speed tracks was relaid in low-speed tracks and eventually found it way into branch lines—this too has been placed on a more definite basis. Specifically, the established rail-renewal cycle is 12 years for high-speed, high-tonnage main tracks, 16 years for high-speed, medium-tonnage main tracks, and 18 years for high-speed, low-tonnage main tracks. The Central, because of its great amount of secondary trackage, requires a large amount of relayer rail. The cycles established are designed to provide the necessary relayer rail and, at the same time, to make it possible to assign new rail to the tracks where the major benefits will accrue.

A major aspect of the cycle method is that the resulting heavy tie renewals set up an ideal situation for doing the work on a mass-production basis, utilizing large aggregations of machinery. Last year the road acquired sufficient machinery to fully mechanize a tie-renewal and surfacing gang on each of the major districts. One of the objectives in doing this was to observe the gangs in operation for the purpose of planning machinery requirements for 1954.

There are important related aspects of cyclized tie renewals. For one thing, ballast-cleaning operations are correlated to occur ahead of the tie-renewal work. For another, out-of-face surfacing operations, using production-type tamping equipment, are programmed for the year immediately after the ties have been renewed and then once again before the tie-renewal cycle is up. It is held that the result is practically to eliminate spot tamping as well as spot tie renewals.

More Machinery Needed

Greatly expanded needs for M/W machinery are a logical outcome of the new practices. Mr. White has said that during the winter of 1953-54 the NYC budgeted the purchase of twice the amount of mechanized equipment that had been bought the year before. Although heavy emphasis has been placed on machines for performing track-surfacing and tie-renewal operations, large purchases of other types have also been made, notably automotive equipment for hauling men and materials. However, it is expected that as time goes by the emphasis will shift to grading equipment of types suitable for building roadways along the tracks for the more efficient use of automotive equipment.

When M/W operations are highly mechanized it is recognized on the Central that the equipment must be used to get maximum efficiency. One of the steps taken to this end has been the formulation of standard gang organizations for the major operations, such as tie renewals, track surfacing, and rail laying. Another has been the use of the "detour" system when performing these operations in multiple-track territory. In this system the maintenance department is given full use of the track and trains are detoured, using temporary crossovers if necessary to obtain detour sections of the desired length. In single-track territories train movements are bunched to the extent possible so that the M/W forces will have maximum use of the tracks during working hours. The complete cooperation of the transportation department, in arranging schedules to make this possible, is said by Mr. Hiltz to have been particularly helpful.

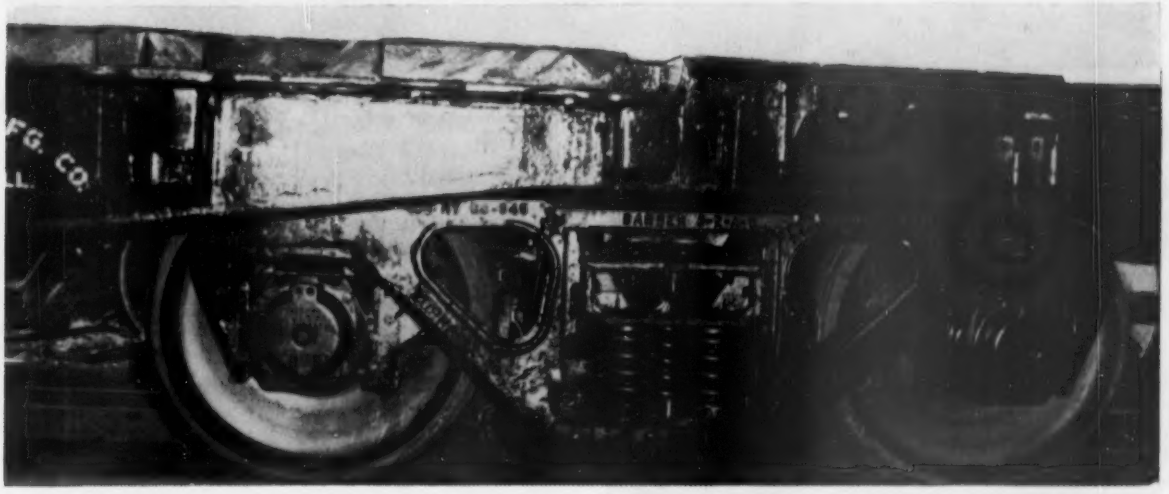
Longer Life for Materials

With the cycle method now in force on the Central, one of the major objectives is to lengthen the cycles as much as possible. One way of doing this is to prolong the life of materials. To do this, says Mr. Hiltz, "we must buy the best materials available, as long as we can justify the costs, and we must use every possible means of conserving them." As an example of what is planned in this respect he cites the fact that

(Continued on page 39)

Seventy five of these cars are being built for the Southern by the Thrall Car Company.

New 70-Ton Flat Cars



The Scullin-built Barber S2A stabilized trucks have 2½-in. spring travel and pedestal-type side frames. The 6-in. by 11-in. journals are fitted with Hyatt roller bearings. Wheels are U. S. Steel 33-in., one-wear rolled steel.

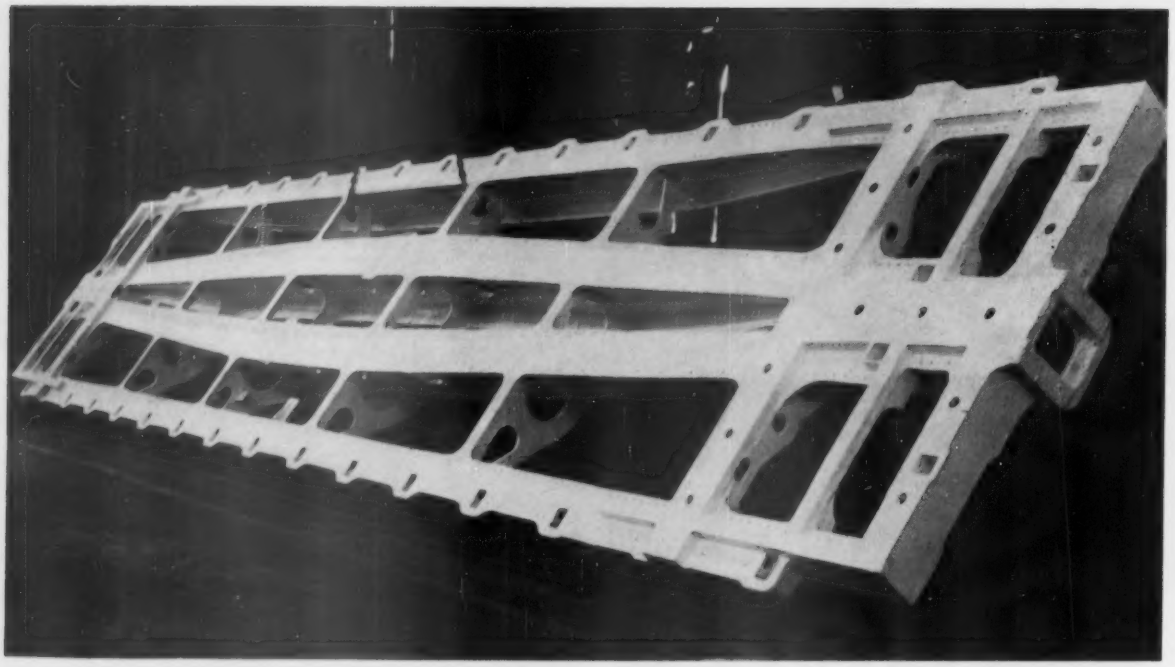
Have Roller Bearings

To protect movement of large transformers from a new General Electric plant in Rome, Ga., and for other valuable traffic requiring heavy duty cars, the Southern has bought 75 new flat cars from the Thrall Car Company, Chicago Heights, Ill. The cars have a capacity of 70 tons, an average light weight of 62,800 lb, length over end sills of 53½ ft, an extreme width of 10 ft 4 in. and width over end sills of 9 ft 1 in.

The cars have Hyatt grease-lubricated roller bearings on all journals and one-piece cast-steel underframes made by General Steel Castings. Roller bearings were specified by the Southern to give maximum availability to the cars and dependability of the scheduled movement usually called for with lading to be carried.

Commonwealth one-piece underframes were applied to hold the floor height to a minimum. G. E. requirements were for a floor height not exceeding 41½ in. above the top of the rail with 3-in. decking. This series of cars has a floor height of 41⅛ in.

In the underframe design, the sills, body bolsters, cross bearers, draft-gear pockets, coupler carriers, stake pockets and various other parts are combined in a strong single casting, eliminating many joints and connections with accompanying maintenance problems. The center sill is flared for added support of the flooring and heavy loads, a particular advantage in flat cars where the total lading weight is carried by the underframe alone, and often concentrated at the center of the car. The underframes are also arranged with sub end sills for future application of interlocking upright ends if



Commonwealth one-piece cast steel underframes permit a floor height of only 41⅛ in. above the rails with 3-in. decking.

Offset in the lading strap anchors permits welding to the underside of the top flange of the underframe instead of at the edge for a stronger application.

The Creco brake-beam support and guide.

it is desired to use the cars for transporting gypsum, wallboard or similar lading.

A new type of lading strap anchor with an offset was specially designed by the Wine Railway Appliance Company for application to these cars. The offset permits the anchors to be welded along the under surface of the underframe instead of to the edges only, which strengthens the application.

Floor Man-Hours Reduced 20%

No cutting, gouging or other work to fit lumber around obstructions was required because the surface on which the floor is laid is absolutely flat. Neither did allowance have to be made for such work by buying the lumber in over-lengths. Instead the lumber was purchased directly to size, doing away with milling the ends off to the finished dimension. Elimination of milling and other operations on the wood reduced by 20% the man-hours required to lay the floor. Another advantage to eliminating all cutting operations is that no untreated surfaces remain (such as ends exposed when over-lengths are sawed to fit).

All flooring is 3-in. Wolmanized pressure-treated oak. The individual boards have square-cut edges and are laid with ¼-in. spacing, not only for drainage but to simplify renewal of one or a few boards at a time if damaged. The floor is put down with MacLean-Fogg watertight split bolts, eliminating clips. The holes for bolting the floor down are cored in the underframe, and the lumber is drilled for the bolts from underneath with a hand drill through these cored holes, except along the center sill. Here the casting and the floor are drilled through together, again from the underside.

"Fringe Benefits" for "Non-Ops"

Liberalized vacation arrangements, seven holidays with pay, and health and welfare program would cost roads about $150 million a year — Some rules changes proposed by carriers also recommended

Liberalized vacation arrangements, seven paid holidays per year and a health and welfare program have been recommended by the "emergency board" which passed upon the "fringe-benefit" demands of the 15 unions representing railroad non-operating employees. The board also recommended adoption of some changes in working rules which were proposed by the railroads.

It is estimated that the benefits it favors for the "non-ops" would be equivalent to a wage increase of "seven to eight cents per hour." From railroad circles came an estimate that the annual cost would be about $150 million. There was no direct wage issue in the case. The recommended health and welfare program would be at the joint expense of employees and the carriers.

The report went to the White House May 15. Members of the board were: Chairman Charles Loring, retired chief justice of the Minnesota Supreme Court; Martin P. Catherwood, dean of the New York State School of Industrial and Labor Relations, Cornell University; and Adolph E. Wenke, justice of the Nebraska Supreme Court.

The non-op proposals, in addition to those mentioned above, included demands for premium pay for Sunday work as such and liberalized and standardized free-pass arrangements. The board recommended that these demands be withdrawn.

Longer Vacations with Pay

The board's principal recommendation as to vacations calls for an additional week (making three) of paid vacation after 15 years of service. The demand here was for four weeks. The board estimated that the cost of what it recommended would be "in the neighborhood of 1½ cents per hour."

Among other recommendations with respect to vacations was that calling for payment of time-and-one half (in addition to vacation pay) for work performed during the vacation period unless the employee has requested such work. In the latter case, straight time would be paid—as it is now for all work performed by an employee in his vacation period. The demand here was for double time for vacation work.

Still other recommendations on the vacations issue would liberalize formulas for computing service for vacation qualifying purposes. Here again, the recommendations are short of the non-op demands. Also, the board rejected a demand that vacation periods which include holidays be extended to allow for such holidays.

The seven holidays with pay which the board recommended would be these: New Year's Day; George Washington's Birthday; Memorial Day; Independence Day; Labor Day; Thanksgiving; and Christmas.

The holiday pay would be straight time, but employees working on such days would be paid time and one-half —which would be in addition to their straight-time holiday pay. The board put the cost at about 3½ cents per hour. Here the demand was for double time for work on holidays.

The holiday recommendation included a proposed method of making it applicable to monthly-rated employees. And it also embodied this stipulation: "In order to qualify to receive pay on a holiday which falls on a work day, the employee must have worked the work day of his work week immediately preceding and following such a holiday."

The board recommended withdrawal of the demand that a minimum eight hours be paid for any work on a holiday. It also recommended withdrawal of the demand that there be no reduction in the number of holidays now observed by any carrier, and that all now observed be converted into paid holidays.

Health and Welfare Program

As to the jointly financed health and welfare program which it recommended, the board called for the establishment of such a program in accordance with these three "principles": (a) Reasonable limits for benefits and reasonable qualifications; (b) benefits under collective bargaining agreement to be for employees only; (c) benefits for employees to be available at the joint cost to carriers and employees on a fifty-fifty basis.

Here the demands were for a carrier-financed program whereby the health and welfare benefits would extend to employees' families, and there would be life insurance for employees. As to the latter, the board said a case could not be made for it in view of benefits available under the Railroad Retirement Act. Thus life insurance would be out of the jointly financed program it recommends.

As to extension of the recommended program to dependents of employees, the board said: "To the extent administratively feasible, the board favors arrangements under the health and welfare plan whereby employees may purchase at their own expense similar benefits for their dependents."

No Premium Pay for Sundays

In rejecting the demand for premium pay for Sunday work as such, the board recalled that some of the non-

ops gave up such pay as part of the agreement which brought the 40-hour week without reduction in take-home pay.

"On the basis of the record," the report also said, "the board is convinced that in general Sunday work has been reduced to a reasonable minimum and that there is an existing remedy for abuses that may arise by appeal of grievances to the Adjustment Board."

In recommending withdrawal of the demand for liberalized and standardized free-pass arrangements, the board expressed its doubts that free transportation comes within the language of the Railway Labor Act relating to "rates of pay, rules, and working conditions." The board was "also of the belief that, on the merits, this subject should not be required to be the subject of collective bargaining. It is a gratuity except when directly related to the employees' services and as such should be left under the control of the carriers."

Also, the board noted "the relation of the cost of free transportation to the passenger deficit," that the burden of the unions' proposal "would fall unevenly on the carriers," and that the regulatory agencies "are critical of the amount of free transportation already granted."

Nevertheless, the report suggested that the pass matter be made the subject of "joint conferences to explore the causes for the dissatisfaction which exists in some cases and to seek appropriate remedies."

Recommended Rules Changes

Thirty-one rules changes were originally proposed by the carriers, but 16 were subsequently withdrawn, leaving 15 in issue. They were designed generally to relieve the carriers, as they put it, of "burdensome rules and practices which have impaired the efficiency of operations and the quality of service and have increased costs." The board recommended relief with respect to five proposals.

First of them was the request for elimination of existing rules which restrict the right of the carrier to require furloughed employees to perform extra and relief work. The board recommended that furloughed employees be available for such work if they express a willingness to be used and their rights to regular employment are protected.

Second was the carrier request for a rule establishing time limits for presenting and processing claims before the Adjustment Board. The board favors such a rule and set out a proposed text in its report.

Third was the proposal to establish a rule to provide that, in the event of a strike or emergency, no advance notice need be given to abolish positions or make force reductions. Here the board recommended such a rule applicable only to "employees whose work has actually ceased to exist" because of the emergency.

"If the work actually being performed by certain of its employees continues to exist," the report explained, "the mere fact that the carrier's revenues have been cut off in whole or in part by such emergency conditions should not authorize it to either abolish the positions or reduce the forces of these employees without giving whatever notice is now required."

Fourth was the proposal to establish a rule to permit carriers to require mechanics at points, or on shifts, where mechanics of all crafts are not on duty to perform the work of crafts other than their own. The board recommended such a rule with the "or on shifts" langauge out.

If members of a certain craft to which the work "belongs" are employed on any shift at the point involved, the report said, the carriers can arrange the assignments to have the work done according to the classification-of-work rules.

Fifth was a proposed rule to recognize the carriers' right to assign clerical duties to telegraph service employees, and to assign communication duties to clerical employees.

In this case the board recommended such a rule which would stipulate that the communication work performed by clerks would be only that "incident to and that must be performed in connection with their clerical work."

Legislative Recommendation

Although it rejected the railroads' proposal to set up arbitration arrangements for jurisdictional disputes between unions, the board recommended that the President advise Congress that the Railway Labor Act should be amended to deal with the matter. The proposed amendment would be designed to clarify Section 3's provisions which relate to rights of interested parties to notice of jurisdictional disputes brought to the Adjustment Board. The report said:

"If Congress intended . . . to mean what the courts have generally construed it to mean, that is, that the several divisions of the Adjustment Board must give notice of all hearings to the employee or employees involved in any dispute submitted to them regardless of whether or not they have been given jurisdiction over their disputes, it should then broaden the jurisdiction of the division in such cases so that it has authority to, and can, dispose of all the rights of the parties before it that arise out of and by reason of the dispute submitted.

"If, on the other hand, Congress intended the language to mean that a division shall give due notice of all hearings only to an employee or employees involved in any dispute submitted to it of the craft or class of which it has jurisdiction, then the language of this section should be clarified so as to definitely limit such notice requirements accordingly. . . . We think this issue is a matter of serious concern in relation to proper functioning of the separate divisions of the Adjustment Board."

The board was appointed last January and held hearings at Chicago which extended over a period of eight weeks—from January 19 to April 3. By agreement of parties, the time for submission of the report was extended from time to time until May 15.

For its recommendations, the board had this to say: "The board considers that it has made clear all of the recommendations which it feels are warranted and that it should also be clear that in combination with its recommendations covering the carriers' proposals it is making its report as a recommended basis for a complete settlement of all phases of the dispute."

NYC's New M/W Policies

(*Continued from page* 34)

the road has made arrangements to secure end-hardened rail, that a new type of splice bar is being purchased at increased cost, and that the best of other track appurtenances are being used in adequate amounts.

To lengthen the life of rail and to improve its riding qualities the road has made arrangements with a contractor to build a rail-grinding train capable of removing 0.008 in. of metal from the entire surface of the heads of both rails in one pass at a rate in excess of 1 mph. "By using this machine on a cycle basis on our end-hardened rail we feel that we will retard rail-end batter appreciably, eliminate secondary batter which develops on end-hardened rail, eliminate corrugations and other surface imperfections, and reduce the undesired effect from engine burns . . . . Such steps must be taken if we are to reduce the tremendous material bill which comprises such a major portion of our heavy maintenance budget."

What of the Future?

A clue to what may be expected in the way of improved performance of the Central's maintenance-of-way forces is given by a study of the budget and work program for 1954. In common with other roads the Central has experienced a drop in carloadings and has found it necessary to reduce expenditures to keep them in the proper relationship with gross. But at this point we run into an anomaly; expressed in dollars the M/W budget for 1954 is approximately $6,000,000 less than was actually spent last year, but expressed in terms of the amount of work programmed it is substantially larger on an overall basis. Tie renewals and the amount of track to be given a tie-renewal raise will be the same as 1953, but all other items of heavy M/W work will be stepped up substantially, as shown in the table.

MAJOR CATEGORIES OF MAINTENANCE-OF-WAY-WORK

New York Central System

Kind of work	*Amount Performed in 1953*	*Amount Programmed for 1954*
New rail (gross tons)	45,000	53,000
Surface raise-1½ in. (miles)	1,700	2,200
Tie-renewal raise (miles)	1,500	1,500
Building up rail ends (miles)	500	1,600
Crosstie renewals (number)	1,980,000	1,900,000
Splice-bar renewals (miles)	600	900
Ballast cleaning (miles)	1,300	2,100

Experience to date on the Central justifies the conclusion that the present regime has no intention of resting on its laurels. Recent comments made by Mr. Hiltz in private and in public indicate he has ideas for further innovations in his field, especially in the form of improved types of machinery. There is justification for the belief that the accomplishments to date in the M/W department are only a prelude to even more remarkable results in the future.

Organizations

(*Continued from page* 13)

by Ralph H. Vose, vice-president and traffic manager, St. Johnsbury Trucking Company; "The Legislative Potpourri," by James G. Pinkney, general counsel, American Trucking Associations; "Ton-Mile Taxes," by L. F. Van Kleeck, general traffic manager, Brown Company; "Shipments Under 2,000 Pounds—What Is the Position of the 'Small' Shipper?," by Clinton H. Vescelius, general traffic manager, Otis Elevator Company; "Air Cargo Transportation—Proper Allocation of Its Cost to the Shipper," by Richard Gilbert, cargo sales manager, Eastern Airlines; "The Port of Boston," by J. Douglas Dawson, general traffic manager, Norton Company; and "Modern Men and Modern Transportation," by Robert J. Bayer, editor, Traffic World.

V. C. Moscosso, general agent, National of Mexico, will speak on "Mexican Railways Today" at a meeting of **Railroad Enthusiasts, New York division,** at 8 p.m., May 28, in YMCA Auditorium, Pennsylvania Station.

THE CHESAPEAKE & OHIO'S SUPPLY TRAIN, which normally acts as a general store on wheels, recently was designated "Supply Pick-Up Train," to pick up all surplus items in a campaign to cut operating expenses. The supply-gathering trip lasted from April 21 to May 6. Here the train's crane is loading scrap iron at Melbourne, Ky.

Equipment & Supplies

LOCOMOTIVES

137 Locomotive Units Installed in April

Class I railroads installed 137 new locomotive units in April this year, of which all were diesel-electric, except for one gas turbine-electric, the Association of American Railroads announced last week. In April 1953, they installed 270 locomotive units of which all were diesel-electric except for 2 steam. New locomotives put in service in the first four months of 1954

NEW YORK CENTRAL TO BUY TEN "SIESTA COACHES"

The Budd Company has announced receipt of a letter of intent from William White, New York Central president, to buy 10 of Budd's "Siesta Coaches" (See page 12). The letter of intent comprises a commitment for the first ten of a proposed production lot of 50 or more "Siesta Coaches" at a unit price of $210,000. It is expected that additional commitments will be forthcoming to fill out the lot.

totaled 558 of which 556 were diesel-electric and the other two were gas turbine-electric. In the same period last year, 844 new locomotive units were put in service, all of which were Diesel-electric, except for seven steam.

Class I railroads on May 1, 1954, had 300 new locomotive units on order. These included 277 Diesel-electric units, 10 electric units, and 13 gas turbine-electric. Class I railroads on May 1, 1953, had 869 new locomotive units on order, of which Diesel-electric totaled 832, steam 8, electric 10, and gas turbine-electric 19.

PASSENGER & FREIGHT CARS

The **Queensland Government Railways** of Australia have ordered two modified versions of the Budd Company's rail diesel car from Budd's Australian associate, the Commonwealth Engineering Company. The modified version of the RDC will be built to a 3½-ft gage and will be about 55 ft long rather than the conventional 85 feet. Each car will be powered by two 125-hp engines. Although the cars are to be assembled in Australia by Commonwealth Engineering, Budd will prefabricate some stainless steel parts in Philadelphia.

Pacific Fruit Express will build 200 more 70-ton mechanical refrigerator cars for frozen food service. Each car will have two independent compressor-evaporator refrigeration systems powered by a single diesel-electric power plant located in a compartment at one end of the car. Chilled air will be forced through ducts throughout the ceiling and inside walls and returned through ducts under the floor—enveloping, but not touching the lading. Defrosting by electric heaters will be automatic every seven days. Work on the cars will begin about September 1, with deliveries scheduled to run about two cars a day until completion in the spring of 1955.

Briefly . . .

. . . **Spring and summer timetables** of the Boston & Maine, printed in daylight saving time, show 34 trains operating on faster schedules, 12 trains cancelled and new trains added. The speed-up of trains, system-wide, is reflected especially in Boston-Gloucester and Rockport service. Leading the list of summer services to vacation areas will be the "North Wind," daytime train between New York and Bretton Woods, N.H., which will run non-stop between Springfield, Mass., and White River Junction, Vt.; the "Valley Express," between New York and White River Junction; the week-end "Night White Mountain" from New York to Bretton Woods; the "Mountaineer," between Boston and Littleton, N.H.; the day "East Wind," between New York and Portland, Me., and the all-Pullman "Bar Harbor," nightly between New York and Rockland, Me., and Ellsworth. The "Businessman," weekday "Highliner" (Budd car) between Boston and Portland will operate on a faster schedule, as will the "State of Maine" between Portland and Worcester.

Supply Trade

Budd Buys Interest in French Rail Car Builder

The Budd Company has purchased an interest in Carel Fouche & Cie, major French railway car builder, according to an announcement by Edward G. Budd, Jr., president.

The French firm, which has plants in Aubevoye, Le Mans and Dunkirk, has built all-stainless steel railway passenger cars under a licensing arrangement with Budd since 1935. Under this arrangement, Budd engineering and production methods have been successfully employed in constructing cars for the French National Railways, the Portuguese Railways and the Algerian Railways.

Carel Fouche now has cars on order from the French National Railways and Wagon-Lits, the operator of sleeping and dining cars throughout Europe, to insure capacity operation for the next two years.

"The advantages of all-stainless steel passenger cars are becoming more widely recognized by European railroads," Mr. Budd stated. "We foresee a further extension of this trend which will increase the importance of our foreign business. Having the modern well-equipped Carel Fouche plant for manufacture of rail cars in France will insure us a great advantage in our foreign operation. It will also enable us to service our European licensees much more efficiently. These licensees include other railway car manufacturers in France as well as in Belgium, Italy, Portugal and Germany.

Paul G. Van De Velde, until recently head of Budd's Paris office, will assume the presidency of Carel Fouche. He has been associated with Budd since 1922.

WHEN AMERICAN LOCOMOTIVE COMPANY opened its new 30,000-sq-ft diesel locomotive parts warehouse at St. Louis, and simultaneously delivered its 10-millionth diesel horsepower to the Missouri Pacific, H. M. Johnson (left), executive assistant to P. J. Neff, chief executive officer of the MP, accepted a special commemorative plaque from Perry T. Egbert, Alco president.

Alco Opens New Parts Warehouse at St. Louis

American Locomotive Company has opened a new diesel parts warehouse at St. Louis, the first of four such installations which the company will build in various parts of the country. Construction of a second warehouse already is under way at Chicago.

The new St. Louis facility, incorporating 30,000 sq ft of floor space, will serve railroads in South Central states, and will stock more than 5,000 locomotive parts.

(Continued on page 44)

C. MILES BURPEE, formerly vice-president of Simmons-Boardman Publishing Corporation, who has become manager of the Service Bureau, American Wood Preservers' Association, at Chicago.

Southern Railway Acquires 75 Modern 53′ 6″ Flat Cars...

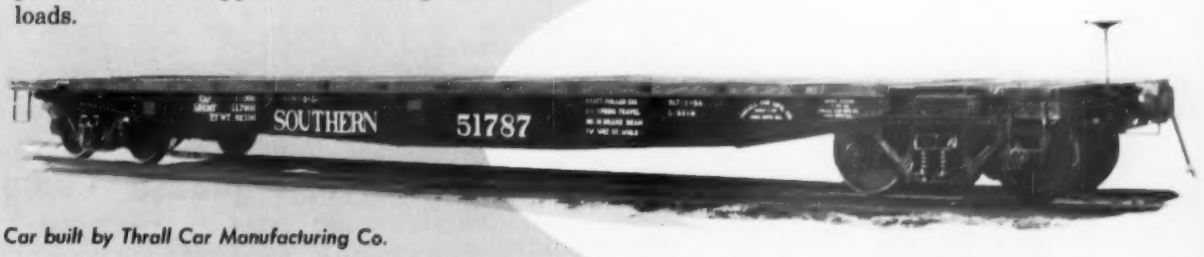
...with One-Piece Cast Steel Underframes

Commonwealth One-Piece Underframe 70-ton capacity flat car

A lot of 75 up-to-date 70-ton flat cars for the Southern Railway features Commonwealth One-Piece Cast Steel Underframes and roller bearings. Latest design One-Piece Underframes provide the following important advantages:

- Lowest height from rail to top of decking.
- One-piece casting provides greater strength at less weight and eliminates maintenance.
- Flared center sills and wide top members provide better support for decking and loads.
- Unusually strong draft sills, draft pockets and bolsters.
- Auxiliary sills between bolsters and end sills provide for anchoring of upright ends.
- Highest resistance to corrosion.

Commonwealth Cast Steel Underframes result in maximum availability of cars, and equipment that is *as maintenance-free as cars can be.*



Car built by Thrall Car Manufacturing Co.

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. EDDYSTONE, PA.

Emergency Service anywhere in your division TODAY

With electric-control 8′ dozer blade, D Tournapull clears snow from yards, access roads, around shops. For extensive plowing, you may interchange dozer with 9′ V-type blade. "D" has 122 hp.

Scraper bowl self-loads snow for haul to dump. Users report scraper-method quicker and cheaper for snow and ice removal than hand labor, or loader and fleet of trucks. Unit crosses tracks easily.

D Tournapull can go anywhere in your division . . . complete one or more average maintenance jobs . . . and get back to your yard, all in one day! Its 28 mph work and travel speeds let you handle emergencies as soon as they are reported. On a typical day, a "D" can complete a schedule like this:

7:45 A.M. Station agent reports washout 30 miles away.

8:00 A.M. Operator reports for work, gets assignment, climbs on Tournapull, and drives off. No waiting for flatbed, no loading or blocking. Rig averages 20 to 28 mph through traffic.

9:30 A.M. Arrives at site.

9:31 A.M. Goes to work immediately. No time lost unloading, planking, etc. Self-loading from right-of-way pits 500′ from the washout, the "D" hauls and spreads 100 cubic yards of clay fill in about an hour.

10:30 A.M. Using bulldozer blade, the "D" spends a half-hour finish-grading. One piece of equipment and one operator handle entire assignment.

11:00 A.M. Operator drives rig over main highways 20 miles to next assignment—trimming sideslopes to improve drainage.

12:00 Noon Arrives at site, takes hour for lunch.

1:00 P.M. Starts moving dirt to slough a mile away. Self-loads, hauls along right-of-way, dumps 5 loads in an hour. Finishes slopes, spreads fill with dozer blade.

2:00 P.M. Drives 15 miles to help enlarge yard, build sidings.

2:45 P.M. Starts grading . . . works steadily 'til 4:30. In 1¾ hours, self-loaded "D" moves 140 cubic yards of clay over average 1400′ cycles.

4:30 P.M. Operator and rig take off for division headquarters, make 10-mile trip over heavily-traveled highways in ½ hour, are back at 5 o'clock.

Find out what D Tournapull can do for your road in giving better, faster service all year 'round. We'll be glad to show you this rubber-tired rig in action. Write or call us anytime . . . there's no obligation.

LeTourneau-Westinghouse Company

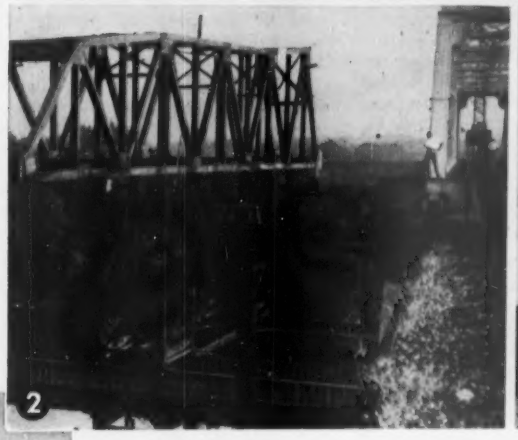
PEORIA LW ILLINOIS

A Subsidiary of Westinghouse Air Brake Company

Tournapull—Trademark Reg. U.S. Pat. Off. DP-162-RR-b

Traffic delayed only 31 hours on this unusual bridge replacement job!

1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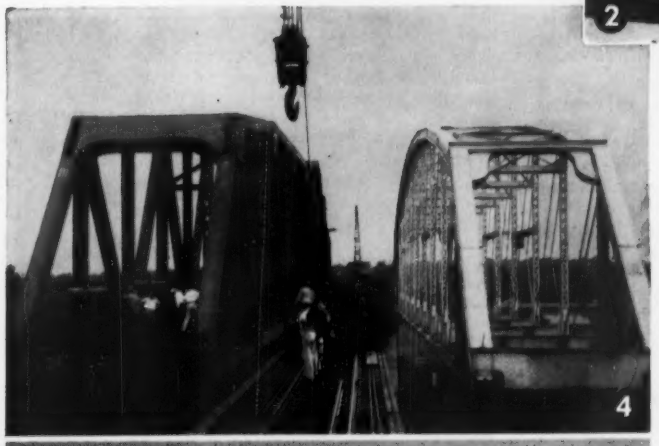
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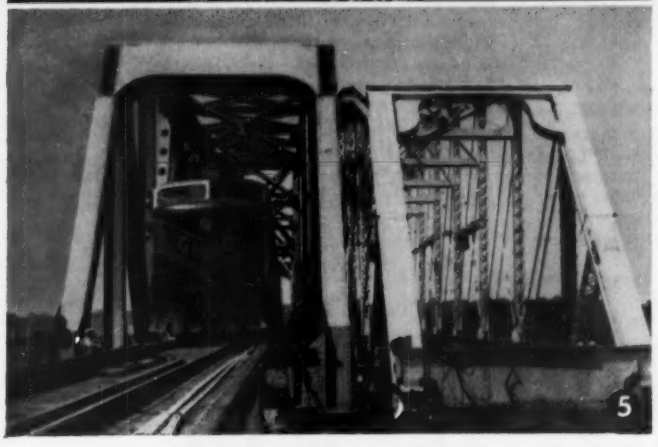
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AMERICAN BRIDGE
floats new bridge onto old piers to give GM&O RR fast service!

THE replacement of the Gulf, Mobile and Ohio Railroad Company's bridge over the Warrior River at Tuscaloosa, Alabama, with a new structure on the existing piers is another good example of how American Bridge handles a difficult job.

The project involved the design, fabrication and erection of the 450-foot bridge (consisting of a 275′ anchor span, a 58′4″ cantilever arm, and a 116′8″ suspension span) on the original piers, and the removal of the old, out-moded bridge.

The entire new bridge (picture #1) was erected on two barges (picture #2) and floated into a temporary position on pier extensions alongside the old structure (picture #3). The old bridge was then moved off its piers (picture #4) and the new bridge rolled onto the existing piers with new rails, crossties and new timbers in place (picture #5).

The changeover was accomplished with a traffic interruption of only thirty-one hours!

Handling unusual jobs like this with such ease and speed has made American Bridge the country's number one builder of railroad bridges. Whether your requirements are for a new line structure, or for an emergency repair or replacement job, American Bridge welcomes your inquiries.

AMERICAN BRIDGE DIVISION, UNITED STATES STEEL CORPORATION • GENERAL OFFICES: 525 WILLIAM PENN PLACE, PITTSBURGH, PA.

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UNITED STATES STEEL EXPORT COMPANY, NEW YORK

USS

AMERICAN BRIDGE

UNITED STATES STEEL

Supply Trade

(*Continued from page 40*)

Ceremonies opening the warehouse were used to mark delivery of Alco's 10-millionth diesel horsepower. A 1,600-hp freight-passenger unit was turned over to the Missouri Pacific, along with a special plaque commemorating the event.

Jack Cornell, formerly service engineer with the **New York Air Brake Company,** has rejoined **Cornell Iron Works, Inc.,** Long Island City, N.Y., as vice-president.

Securities

Great Northern.—*Stock Split and Reclassified.*—GN stockholders have approved reclassification of the company's capital stock from "preferred" to "common"; a 2-for-1 split of the redesignated shares; and, to implement the split, which will become effective July 2, an increase in the number of authorized shares from 5,000,000 to 7,500,000 (*Railway Age*, March 29, page 31, and April 12, page 34). The ICC has approved the plan. Division 4 also has authorized an increase, from 150,000 to 300,000, in the number of shares authorized to be sold to GN officers under the road's restricted stock plan.

Security Price Averages

	May 18	Prev. Week	Last Year
Average price of 20 representative railway stocks	65.58	64.76	65.39
Average price of 20 representative railway bonds	94.89	94.98	90.88

New Facilities

High-Speed Passenger Line Proposed for New York

Alleviation of the New York metropolitan area's passenger transportation problem, rehabilitation of the bankrupt Long Island, and practical demonstration of somewhat revolutionary types of railroad track and rolling stock are the advantages claimed for a proposal recently outlined to a group of New York financial analysts.

Proponents of the plan are the Transportation Development Corporation, of New York, which has worked out new designs for track and cars; and former New York State Senator John Hastings, advocate of "postalized" passenger fares and originator of the Hastings "Railplane," a suggested system of high-speed passenger transportation.

Physical Feaures—Key to the new joint plan would be a four-tube tunnel, about 5½ miles long, from the Pennsylvania's Sunnyside yard, in Long Island City, due west under Manhattan island and the Hudson river to a point in the New Jersey meadows close to Susquehanna Transfer. Passenger stations would be provided at each end of the proposed tunnel, at five points in Manhattan, and at Weehawken, N.J.

A high-speed rail line operating through the tunnel would be extended eastward the entire length of Long Island, to Montauk and Greenport. From the tunnel's New Jersey end a similar line would be extended south through Bayonne, N.J., to Tottenville, on Staten Island, intersecting en route all existing northern New Jersey railroad lines which could not be directly connected to the tunnel at or near Susquehanna Transfer.

Track and Cars—These high-speed lines, according to the plan, would employ a new method of track construction, in which standard rails, cushioned in rubber, would be laid on longitudinal beams of pre-stressed concrete. These rail-bearing beams, in turn, would be supported on vertical concrete posts, which could be varied in height to overcome minor differences in terrain. The entire structure would be reinforced by cross-bearers.

Cost of this method of track construction is said to be competitive with that of standard track of equivalent capacity, and less than the cost of building a heavy-duty highway. Advantages claimed for it are: (1) A 75% reduction in maintenance cost; (2) elimination of drainage, snow removal and trespassing, by carrying the track above, instead of at, ground level; and (3) the fact that sections of track could be mass-produced at a central fabricating plant, and simply dropped into place on the vertical supporting pillars.

Rolling stock would be of a new design, described as "better than Talgo or Train X," but embodying the same general principles of light weight and low center of gravity. Any type of motive power, it is said, could be used; that, rather than track or cars, is described as the limiting factor on speed of trains.

It is suggested, however, that the New York-Montauk run could be accomplished in about an hour, as compared with the present 3-to-4-hour schedule over the Long Island's existing 117-mile line. By bringing all of Long Island within 60 minutes of Manhattan—and all of Staten Island even closer—the plan's proponents contend that substantial areas would be opened up both for residential purposes and industrial development.

Except at passenger stations, where some changes might be required for the smaller-than-standard cars, there would be no interchange problems; the new type of track, being of standard gage, would accommodate existing rolling stock, and the proposed new cars, in turn, could be operated on present standard track.

The present Long Island Rail Road would be incorporated into the proposed high-speed system, but would continue, for the present, to be operated as a standard railroad. The plan contemplates, however, construction of some additional standard lines connected with present LI lines, and "rehabilitation" of existing LI lines and rolling stock.

Costs—Total cost of the new system is set at $900 million, including $400 million for the Long Island-New Jersey tunnel and stations in it; $200 million for the proposed high-speed roadbed and equipment outside the tunnel; $250 million for purchase, extension and rehabilitation of the LI; and $50 million for "contingencies." Passenger revenue, from an estimated 1,175,000,000 passengers paying flat zone fares, is forecast at $262,500,000; freight revenue at $90 million; interest and amortization of capital at $54 million (6%); and operating expenses at $250 million, leaving an estimated $48.5 million per year, before taxes, for profit, expansion, etc. Because of the amount of capital required, however, the plan's proponents concede that some form of public support would be required, at least in the initial phases of the plan.

Railway Officers

ASSOCIATION OF AMERICAN RAILROADS.—E. F. Bilo, manager, Passenger Car Section, at Washington, D.C., has retired under the AAR pension plan after almost 50 years of railroad service, 31 of which have been with the Car Service Division. The position of manager, Passenger Car Section, has been abolished. The work of administering Car Service Division Embargo No. 400, covering shipments to Mexico via the National of Mexico, which has been under Mr. Bilo's direction, will be handled under direct supervision of **A. H. Gass,** chairman, CSD.

ATLANTIC COAST LINE.—C. E. Bond and **P. L. Harper** have been named assistant general freight agents at Wilmington, N.C., and Jacksonville, Fla., respectively. **Theo Gallo, Jr.,** has been appointed general agent at Jacksonville.

J. S. Davis, assistant auditor freight receipts, has been appointed auditor freight receipts at Wilmington, N.C., succeeding **McC. B. Wilson,** who retired May 1, after 46 years of service.

BALTIMORE & OHIO. — L. S. Billau, electrical engineer at Baltimore, will retire May 31, after 45 years of service with that road.

BURLINGTON. — Harold Mortvedt, assistant cashier, has been named cashier at Chicago, to succeed **A. W. Anderson,** retired.

C. C. Riffe, traveling freight and passenger agent at St. Louis, has been named general agent at Memphis, succeeding **S. M. Graham,** who transfers to Cleveland to replace **Robert Berman,** retired.

Eldon Martin, general counsel at Chicago, has been elected vice-president and general counsel of the Burlington and Colorado & Southern.

Herschel R. Hudgens, Jr., assistant general perishable freight agent, has been advanced to general perishable freight agent at Chicago, to succeed **Henry B. Meinhardt,** who retired April 30.

CANADIAN PACIFIC. — P. A. Maltby has been appointed assistant superintendent at Kenora, Ont., succeeding **K. R. Perry,** whose promotion to superintendent of the Moose Jaw (Sask.) division was noted in *Railway Age* April 19.

K. R. Perry

W. G. Southern, acting assistant superintendent of the Calgary division, has been confirmed as assistant superintendent of that division.

DENVER & RIO GRANDE WESTERN.—K. L. Moriarty, general manager, has been advanced to vice-president, operations, at Denver.

CHESAPEAKE & OHIO.—M. I. Dunn, assistant vice-president at Huntington, W. Va., has been appointed vice-president — construction and maintenance, succeeding **C. J. Geyer,** who retired May 1 after 46 years with the C&O. Mr. Dunn, born at Scottsville, Va., October 29, 1899, entered railroad service in 1916 as rodman for the C&O at Huntington, resigning in 1919 to enter Washington & Lee University (B.S. 1923). He rejoined the C&O as instrumentman at Huntington, subsequently serving as assistant engineer, assistant division engineer, division engineer, trainmaster, division and general superintendent, superintendent freight transportation, and assistant general manager. He was appointed assistant vice-president in January 1953.

M. I. Dunn

CHICAGO & EASTERN ILLINOIS.—Harry T. Dickinson, auditor freight and passenger accounts, and **E. A. Johnson,** superintendent water service, retired May 1.

Frank F. Vesper has been appointed general attorney at Chicago.

CHICAGO & NORTH WESTERN.—A Northern district, composed of the Lake Shore, Ashland and Peninsula divisions, was recently established with **J. R. Cantwell,** assistant general superintendent at Chicago, being named general superintendent of the new district at Green Bay, Wis. The Madison and Wisconsin divisions have been consolidated into a single division known as the Wisconsin-Madison division. Named as superintendent of this division at Milwaukee is **L. C. Reynolds,** who transfers from Madison, Wis. A photo and sketch of Mr. Cantwell appeared in *Railway Age* May 11, 1953, page 26.

R. W. Heron, division superintendent at Milwaukee, has been appointed superintendent transportation at Chicago, to succeed **N. N. Cedarleaf,** who has been named to the newly created position of assistant superintendent of merchandise and highway operations. **F. M. Baldauf,** operating assistant to vice-president—

R. W. Heron

operations has been appointed assistant superintendent transportation.

ERIE.—The office of **L. E. Newman,** assistant general freight agent at Buffalo, has been moved to 1221 Clinton street, Buffalo 6.

Roxie H. Pauling, division storekeeper at Marion, Ohio, will retire May 31, after more than 47 years of service.

FLORIDA EAST COAST.—C. Davis Meitin, assistant to freight traffic manager, has been promoted to assistant general freight agent, with headquarters as before at St. Augustine, Fla. **L. Curtis Westbrook** has been promoted to assistant general freight agent, and **Jack R. Nauright** has been named assistant to freight traffic manager, at St. Augustine.

FRISCO.—C. O. Carnahan, passenger conductor, has been named assistant superintendent safety at St. Louis, succeeding **H. A. Linderer,** whose appointment as assistant division superintendent at Thayer, Mo., was noted in *Railway Age* March 15.

Everett G. Baker

G. R. Shay, senior structural en-

ILLINOIS TERMINAL.—William A. Nelson, Jr., who has been named assistant to president at St. Louis (*Railway Age*, February 15).

---

gineer, has been appointed assistant bridge engineer—office, at Springfield, Mo. **O. E. Fort,** assistant division engineer at Chaffee, Mo., has been appointed division engineer at Fort Worth, Tex.

Everett G. Baker, general traffic manager at St. Louis, has been appointed vice-president and executive general agent at New York, effective July 1, succeeding **C. W. Michel,** vice-president, who will retire after 50 years of active service. Mr. Baker will have jurisdiction over certain general traffic matters in the East as well as supervision over the New York financial office. A native of Poole, Ky., Mr. Baker went to St. Louis in 1912 as ticket clerk and gateman for the Terminal Railroad Association of St. Louis. He joined the Frisco in 1914 as station passenger agent and ticket clerk and subsequently served as city passenger agent, district passenger agent, division passenger agent, assistant general freight and passenger agent, assistant general passenger agent, general passenger agent, passenger traffic manager and general passenger traffic manager. In 1950 he was appointed general traffic manager at St. Louis.

LOUISVILLE & NASHVILLE.—Frank D. Burke has been named secretary, as noted in *Railway Age* May 17. Mr. Burke joined the L&N in 1921 as mail clerk in the president's office and became chief clerk there in 1944.

MIDLAND CONTINENTAL. — **L. N. Past** has been elected treasurer and appointed general auditor at Jamestown, N.D. The position of comptroller has been abolished. Mr. Past

L. N. Past

joined the MC in 1929 as stenographer-clerk, becoming accountant, chief clerk, and assistant auditor before leaving the road in 1952 to become associated with religious work.

MINNEAPOLIS & ST. LOUIS.— **Vern C. Russell,** general freight agent at St. Paul, has been promoted to assistant freight traffic manager at Minneapolis. **Robert G. Malmquist,** general freight agent at Minneapolis, has been transferred to St. Paul as successor to Mr. Russell. **C. Leroy Fuller,** assistant to vice-president at Minneapolis, has been named assistant general freight agent, Indiana territory, at Indianapolis, succeeding **Clifford K. Ferguson,** general agent, who has been promoted to assistant general freight agent at Peoria. **Eugene A. Danner,** general agent at Peoria, has been appointed special representative of the traffic department in the Peoria district.

MISSOURI-KANSAS-TEXAS. — **T. C. Connally,** division passenger agent at San Antonio, Tex., has been appointed general passenger agent at Dallas, to succeed **F. B. Griffin,** retired. Mr. Connally's successor is **Ed. Brendel,** city passenger agent at San Antonio.

MISSOURI PACIFIC.—J. N. Dutcher has been appointed general agent at Laredo, Tex., succeeding **H. W. Johnston,** retired.

NEW HAVEN.—John P. Rutherfurd has been elected vice-president in charge of real estate. Mr. Rutherfurd, one of the largest stockholders, has been a director since April 1953. He is chairman of the board of directors of Madison International Corp., and a director of Coast Metals, Inc., Wilson Bros. and Foundation Co. Mr. Rutherfurd was born at New York

John P. Rutherfurd

June 11, 1910, and attended Princeton University (B.S.) and Navy Supply Corps School, Harvard Business School. From 1933 to 1940 he was with Arthur Young & Co., Certified Public Accountants, as junior accountant, senior accountant and partner and from 1940 to 1946 was a Lieutenant Commander, U.S. Naval Reserve. Mr. Rutherfurd was president and general manager of Coast Metals from 1946 to 1953.

NEW YORK CENTRAL.—Wesley A. Wilkinson, assistant general attorney, has been named general attorney, with headquarters as before at Cleveland, succeeding **Robert R. Pierce,** who has left this post to become president and general counsel of the NYC Mutual Relief Association, an employee hospital insurance organization. **Paul C. Hopkins,** attorney, succeeds Mr. Wilkinson as assistant general attorney.

(*Continued on page* 48)

NEW YORK CENTRAL.—Earnest G. Jerome, assistant treasurer, has been elected treasurer at New York, succeeding the late E. Ellsworth Pancost (*Railway Age* April 26).

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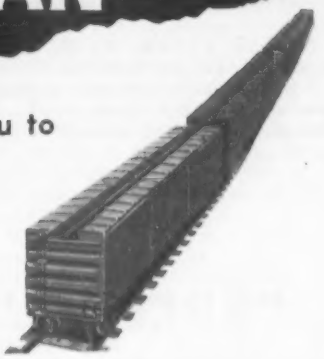

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5-24-54

Railway Officers

(*Continued from page 46*)

John Revie has been appointed assistant engineer in the office of the engineer maintenance of way, New York.

NICKEL PLATE.—C. B. Campbell, assistant vice-president—finance, has been appointed assistant vice-president—finance and treasurer. **A. M. Waldron,** treasurer, has retired after 53 years of service.

NORFOLK & WESTERN.—Stuart T. Saunders, general counsel at Roanoke, has been appointed vice-president and general counsel, a new position. **Whitwell W. Coxe,** general solicitor at Roanoke, retired May 1, after 23 years in the road's legal department. **Martin P. Burks** and **J. P. Fishwick,** assistant general counsel, have been named general solicitors. **R. B. Claytor** and **A. P. Funkhouser,** solicitors, have been promoted to assistant general solicitors.

W. H. Woody, assistant to manager of the accounting department's statistical bureau at Roanoke, has been appointed manager of that bureau, succeeding **W. G. Macdowell,** who has retired after almost 50 years of service with that department. **T. M. Bradley,** chief clerk of the bureau, succeeds Mr. Woody.

Stuart T. Saunders

William H. Jackson, superintendent, Norfolk division, has been transferred to the Radford division at Roanoke, to succeed **William A. Noell,** who has been transferred to Crewe, Va., to replace Mr. Jackson.

N. C. Elliott, district freight agent at New York, has been appointed assistant general eastern freight agent, and **H. G. Maseker,** district freight agent, takes over Mr. Elliott's duties, with the same title as heretofore.

NORTHERN PACIFIC.—C. W. Thompson, trainmaster at Duluth, has been appointed assistant division superintenrent at Billings, Mont., succeeding **H. O. Whitten,** whose appointment as assistant general superintendent transportation at St. Paul was noted in *Railway Age* May 10.

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NEW YORK CENTRAL.—Harold H. McLean, general counsel, has been elected vice-president and general counsel at New York.

D. A. Thomson, division superintendent at Minneapolis, has been named general manager at St. Paul, to succeed **C. H. Burgess,** promoted elsewhere. Succeeding Mr. Thomas is **C. W. Coil,** who transfers from Missoula, Mont., and in turn is replaced by **N. M. Lorentzsen,** assistant to general manager at St. Paul. **G. N. Page,** manager mail, baggage and express traffic, succeeds Mr. Lorentzsen, while **E. P. Reswick,** district mail, baggage and express agent at Seattle, replaces Mr. Page. Mr. Reswick's successor is **R. N. Bangs,** traveling mail, baggage and express agent at Billings, Mont. **Caleb Corser,** assistant general manager at Seattle, retired May 1. Named as assistant to general manager at Seattle is **O. A. Hanson,** assistant superintendent at Fargo, N.D. **R. M. Johnson,** trainmaster at Spokane, Wash., succeeds Mr. Hanson, while **C. J. McAloon** transfers from

D. A. Thomson

Pasco, Wash., to replace Mr. Johnson. Mr. McAloon's successor is **L. L. Wollschlaeger,** conductor at Jamestown, N.D. Named division superintendent at Tacoma, Wash., is **W. C. Smith,** who transfers from Duluth to succeed **T. J. Kane,** who is retiring. Succeeding Mr. Smith is **I. W. Brewer,** assistant division superintendent at Seattle, while **K. A. Box,** trainmaster at Tacoma, replaces Mr. Brewer. **W. W. Walters,** trainmaster at Auburn, Wash., succeeds Mr. Box, and **R. C. Judson** replaces Mr. Walters. **D. H. King,** assistant superintendent at Glendive, Mont., has been appointed assistant to vice-president at St. Paul, and will be succeeded by **C. B. Wolf,** trainmaster at Duluth. Mr. Wolf's successor is **J. C. Bergman,** assistant trainmaster at Spokane.

Mr. Thomson entered NP service in 1921. After holding various operating positions, he became assistant to general manager in 1942. Subsequently, he was named assistant superintendent at Billings and superintendent at Fargo before becoming superintendent at Minneapolis in 1948.

J. B. Klassen, assistant supervisor of wages, and **A. B. Johnson,** inspector of train dispatching and transportation, have been named supervisors of wages, at St. Paul.

PACIFIC ELECTRIC. — E. A. Stevens, general superintendent motive power at Los Angeles, will retire May 31.

PENNSYLVANIA. — John T. Ridgely, assistant vice-president, real estate and taxation, at Philadelphia, has retired. **Guy A. Snyder,** real estate agent, Western region, at Chicago, has been appointed assistant general real estate agent at Philadelphia. **Stanley K. Harbison,** assistant real estate agent at Philadelphia, has been advanced to real estate agent, Central region, at Pittsburgh, succeeding **P. C. White,** who has retired after 50 years of service.

Theodore Morris, engineer water service, has been named manager water service at Philadelphia, succeeding **Joseph A. Russell,** who has retired after 41 years of service.

L. H. Dickman, division freight agent at Columbus, Ohio, has been transferred to Toledo, succeeding the late **J. A. Flood. J. H. Cairns,** district freight agent at Uniontown, Pa., has been appointed division freight agent at Columbus, succeeding Mr. Dickman.

William J. Finegan, assistant real estate agent at Chicago, has been named real estate agent there, succeeding **Guy A. Snyder,** who has been advanced to assistant general real estate agent at Philadelphia. **Robert R. McClain,** agent, real estate department, at Chicago, replaces Mr. Finegan as assistant real estate agent there.

SEABOARD.—S. M. Duffer has been appointed assistant director personnel, and **W. J. Dick** has been named assistant to director personnel, at Norfolk.

C. M. Bonner, assistant general freight agent at Charlotte, N.C., has been appointed assistant freight traffic manager there. **J. F. Rivers,** assistant general freight agent at Orlando, Fla., has been named assistant freight traffic manager at Savannah, succeeding **Robert M. Barnett,** who has resigned to become president of the Durham & Southern. **J. L. Hutson, Jr.,** division freight agent at Jacksonville, succeeds Mr. Rivers as assistant general freight agent at Orlando. **J. E. West,** commercial agent at Orlando, has been named general agent at Fort Pierce, Fla. **C. S. Barrett,** commercial agent at Jacksonville, has been named division freight agent there.

SOUTHERN PACIFIC.—Clarence O. Amonette, assistant general counsel at San Francisco, has retired. Named general attorney there is **Randolph Karr; Paul V. DeFord** becomes assistant general attorney at the same point.

SOUTHERN PACIFIC TRANSPORT COMPANY. — A. D. Cross has been appointed supervisor freight protection and station service at Houston, Tex.

TEXAS & NEW ORLEANS. — W. K. Clark, special assistant to passenger traffic manager, has been named assistant to passenger traffic manager at Houston, Tex., succeeding the late **F. A. Parker.**

TEXAS & PACIFIC.—R. G. Brill, trainmaster as Shreveport, La., has been transferred to Alexandria, La., to succeed **R. H. Blassingame,** who moves to Mineola, Tex., to replace the late **C. T. Barrett. C. J. Mitchell** has been appointed trainmaster at Shreveport.

W. A. Cowan has been named supervisor of stations at Dallas, Tex., succeeding the late **V. Hopkins.**

L. W. Moon, general agent at New Orleans, has been named assistant traffic manager at Birmingham, Ala., succeeding **J. D. Healy,** who will retire June 1. Named to replace Mr. Moon is **L. P. Vinet,** a member of the traffic department at Dallas, Tex. **J. F. Hoffman,** traffic representative at New Orleans, and **D. A. Scrivner,** traveling freight agent at Abilene, Tex., have been named assistant general agents at their respective locations.

TORONTO, HAMILTON & BUFFALO.—James K. Weston has been appointed traffic manager and **William T. Galloway** has been named assistant traffic manager at Hamilton, Ont. The positions of general freight and passenger agent and assistant general freight and passenger agent, formerly held by Messrs. Weston and Galloway, have been abolished.

WESTERN PACIFIC.—Donald L. Loftus, technical assistant, and **Leo F. Delventhal, Jr.,** research specialist, have been appointed transportation engineers—research section, at San Francisco. Named assistant transportation engineer is **Robert F. Brew,** dispatcher at Elko, Nev.

OBITUARY

Walter Gierhahn, manager of the car service bureau of the **Belt Railway of Chicago,** died May 1 at his home in that city.

Benjamin W. Scandrett, 71, who retired in May 1948 as vice-president of the **Northern Pacific,** died May 7 at St. Paul.

G. A. Crueger, who was promoted May 1 to general eastern freight agent of the **Norfolk & Western** at New York, died in a New York hospital May 14.

Stuart F. Evans, general western freight agent of the **Elgin, Joliet & Eastern** at Seattle, Wash., died May 9 at his home in that city.

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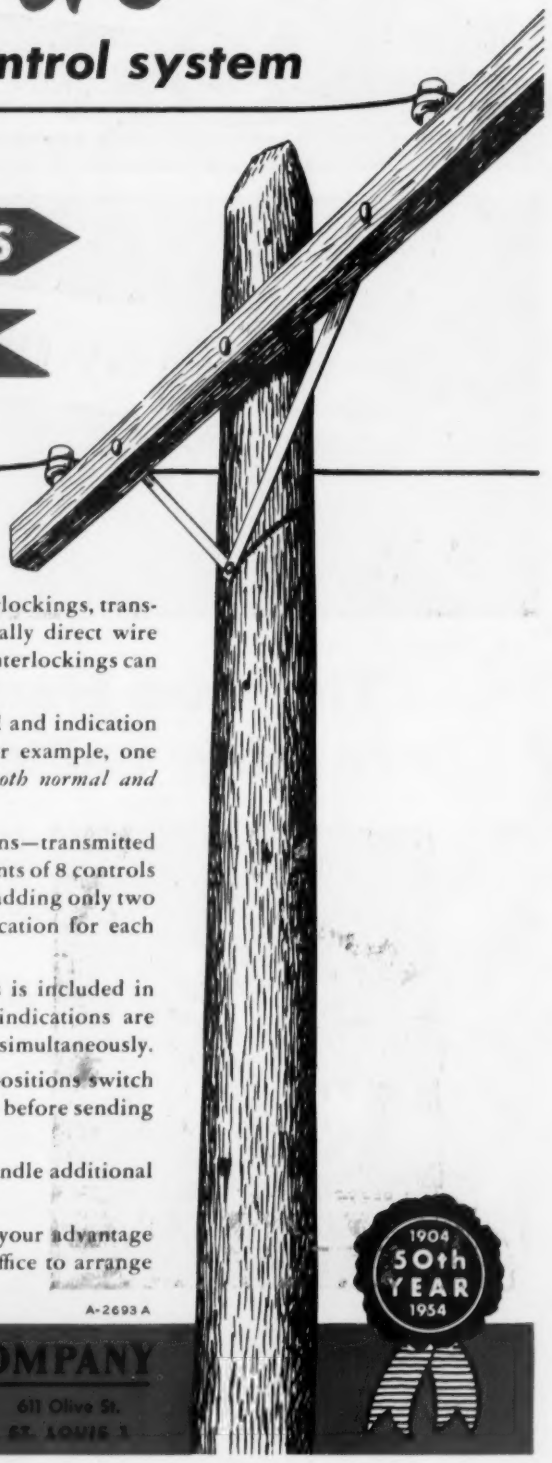

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